MEMOIRS

AND

CORRESPONDENCE

—OF—

WILLIAM RENICK.

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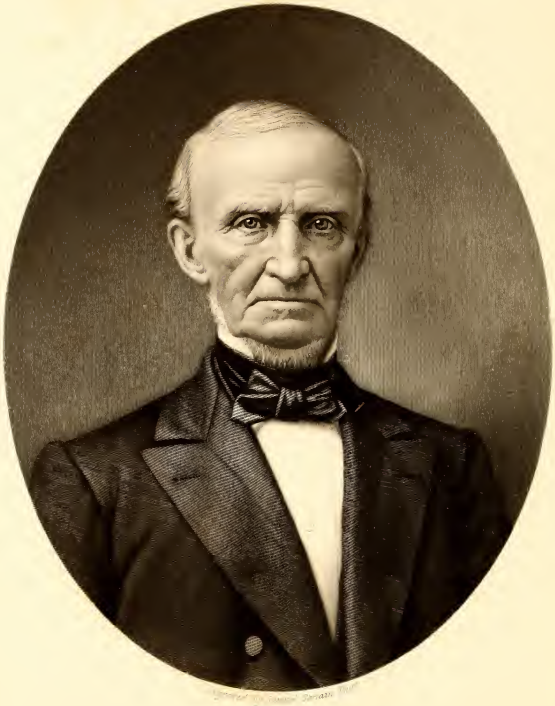

Wm Rennick

MEMOIRS,

CORRESPONDENCE AND REMINISCENCES

—OF—

WILLIAM RENICK.

CIRCLEVILLE, OHIO:
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PREFACE.

AT the suggestion of many friends, from time to time, that I should publish in book or pamphlet form, my contributions to different newspapers at various times, and articles which I had furnished for public reports, etc., I have at length—though not without much hesitation—concluded to comply with their advice, although many of my earlier articles, as well as several of later date, were lost before I took the matter of publication into consideration.

I also include some articles on political economy, and other subjects which agitated the public mind at the time of writing, believing, that if collected into one volume, the book, as small as it is, may possibly serve some purposes for future reference, especially in relation to matters that have already become, by reason of lapse of time, well nigh traditional.

I wish here to remark that I have rarely written anything for publication, except at the special request of persons holding prominent positions, or upon the publication of some subject matter which I thought demanded a reply. And I have thought it not improper to preface the book with a very brief genealogy of the Renick family, and a short autobiographical sketch of myself. If the reader of the book shall find its contents either interesting or instructive, even in a moderate degree, my purpose will be fully realized.

WM. RENICK.

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A BRIEF GENEALOGY

OF THE

RENICK FAMILY.

THE genealogy of the Renick family is only traditional. From the accounts handed down in the family we learn that our progenitors emigrated from Germany, with many other families, to Scotland, to escape religious persecution. After a time a part of the family, at least, removed to Colerain county, Ireland. In the mean time the name had undergone a change from Rinewick to Renwick, probably to suit the dialect of the country.

In process of time one of three brothers of our ancestral stock was created a peer of the realm, and he purchased the property of the other two, and they, with their father, emigrated to America. The peer, not being able to pay the purchase money at the time, engaged to send it to them within a specified period. This proved a fortunate arrangement for the brothers, as it happened that the vessel in which they embarked was plundered by Black Beard, the pirate, but their money came safely to hand at the stated time.

During this voyage the following incident is said to have occurred: When the pirates boarded the vessel old man Renwick was asleep; the noise awakening him, he started to find out the cause of the confusion. He encountered the pirates in the act of opening a box of candles, and exclaimed, "Hoot! toot! what is all the fuss about?" The villains said they would stop his mouth, so they thrust a candle down his throat.

The brothers above mentioned, with their father, settled first in Eastern Pennsylvania, at least they appear to have remained there until they received their money; afterwards they removed to Hardy county, Virginia, on the south branch of the Potomac river, and from that point their descendants scattered in various directions, some south to James river, others to Greenbrier county, Virginia, others still to the States of Kentucky, Missouri and Ohio. In the meantime the spelling of the name had undergone two more changes, first from Renwick to Rennick, then later one of the n's was dropped, making the name spell Renick, as at present.

There is one characteristic of this large family to which I think I may refer without impropriety. Although the family has been in the country for over two hundred years, and although for a considerable portion of that period it has been scattered over many different and widely separated localites, yet there appears to have existed among its members from the first a singular unanimity of sentiment in eschewing public life. Men of wealth and large influence have abounded in the family. It is apparent, however, that they have uniformly been well-nigh devoid of political asperations, and, without being indifferent to the public welfare, to have preferred a more retired, unassuming and independent life. That this disposition has not interfered with their usefulness as members of society is shown by the fact that for several generations past, at least, the members of the family have generally been enterprising and public spirited, taking an active, if not a leading, part in every scheme or enterprise that presented a fair promise of resulting beneficially, either to their respective communities or to the country at large.

A PARTIAL AUTOBIOGRAPHICAL SKETCH

OF THE

LIFE OF WILLIAM RENICK.

If in narrating some of the incidents which occurred during my youthful days—events indelibly fixed on my memory—I should seemingly exhibit a tendency to egotism, I hope any such appearance will be overlooked. I shall endeavor to state facts only, without exaggeration, and to refer only to such as will, in my judgment, be either entertaining or instructive.

My parents were both natives of Hardy county, Virginia. My father, George Renick, and my mother, Dorothy Harness, were married on the 27th day of September, 1802, and immediately thereafter removed to Chillicothe, Ohio, where I was born on the 12th of November, 1804.

I was the second child, the first born having died in infancy. Immediately on my father's arrival at Chillicothe he opened a store on quite an extensive scale for those days. The goods were purchased in Baltimore prior to his marriage. Although my father was raised on a farm, he had had considerable experience in merchandising in Moorfield, Virginia. He moreover possessed ample means for carrying on an extensive trade, and besides his credit was excellent in Baltimore, as well as in all other quarters with which he had business connections.

The journey of my parents from Moorfield, Virginia, to Chillicothe, Ohio, was made in a very unique style as compared with the present

modes of travel. They made the trip by way of Clarksburg, now in West Virginia, on horseback, with several pack horses in the train in addition to the riding horses. General James Renick, formerly of Pickaway county, but long since deceased, assisted my father in his removal. He used to tell of an amusing incident that happened on that journey. Among the pack horses was a half Indian pony, whose load in part consisted of two large feather beds, and in descending the side of a mountain ridge where the path or trail (there was no road) was quite steep, the pony stumbled and fell down and rolled over and over till he landed against a tree some distance below the path, heels up, and in an entirely helpless condition. Another assistant in that journey was James Davis, who before his death became, in public estimation, much the richest farmer in the Scioto Valley, but was then about as poor as the poorest.

When I was about five years old my father, who had a year or two previously quit merchandising, removed to the hill in the immediate vicinity of the town, where he had erected a commodious stone house. This locality, being quite a retired one, increased my already very diffident and bashful disposition. My new home being nearly a mile from the school house, I was not sent to school until I was near seven years old. I dreaded the day when I would have to start; the mere mention of my going to school greatly worried me.

I well remember the trouble my father had to get me to school for the first time. He took me on horseback. I endeavored all the way to jump off and escape, but he held on to me and fairly dragged me to the school room door and requested the teacher to lock the door and take the key, which he did. The teacher was very kind and attentive to me, so much so, indeed, that he did not go home to dinner, as was his usual custom, fearing I would run off. The next day I was less disinclined to go, and within a week after it would have required a positive prohibition to have kept me at home. Only a short time thereafter my mother told me I must not go to school

on a certain day, because "it was too rainy and bad, and there was no one to take me." I watched my opportunity and gave her the slip, and off I went through the rain and mud; but as a consequence, I had to go without lunch that day.

A little over a year later I was taken violently sick at school, at noon time, and had lain down on a bench, where, when the teacher arrived, I was asleep. He saw that I had a high fever, and ordered the boys not to awaken me. I aroused just before my class had to spell. The teacher said I was too sick to spell, and that he had ordered a horse for one of the larger scholars to take me home. I did not want to go, however, and begged him to let me spell that time, saying I would have to "go foot" if I missed a lesson. He replied that he would allow me to "go head" when I came back, and he asked all the boys in the class individually if they would not agree to this arrangement, to which each and all of them cheerfully gave their consent. I, nevertheless, succeeded in persuading the teacher to let me spell that time, though I was too sick to stand up. I remained at the head of the class to the end of that spelling. The teacher soon dismissed the school and took me home himself, where I remained for weeks without again seeing the schoolhouse.

In the Spring of 1814 my father took his family to the south branch of the Potomac, Hardy county, Virginia, my parents' native land, where we made a protracted stay. During this visit my mother frequently called on a lady residing in Moorfield, who was her special friend. This lady, observing my bashful disposition, prevailed upon my mother (my father being then absent) to allow me to attend dancing school as a means of assisting me to overcome my bashfulness. I was accordingly placed under the instructions of a dancing master named Zupee (who lived next door), being then less than ten years of age, and with one-half quarter's tuition, owing to the very careful attention of my preceptor, I became so proficient in the art that he complimented me, by placing me at the head of the dance at the opening on exhibition day, when all the

parents and friends were present; a distinction, however, I did not at all appreciate at the time. My mother was well pleased with the result of her experiment.

Mr. James Machir, who was for many years a resident of Pickaway county, but for some years deceased, was a participator in that dance, and he often alluded to it and my red morocco dancing shoes. This was about the time Washington city was burned by the British, and I well remember the consternation the news created among the people about Moorfield, particularly among the women, many of whom were greatly alarmed. The news did not reach Moorfield till after the dancing exhibition, or it would not have gone off with so much *eclat*. My father was in Washington with a lot of very fine horses till after the landing of the British at Bladensburg, when he left for Baltimore by a roundabout way in order to evade British scouts. The horses met with quick sale, so many people were fleeing from that city, fearing it was the real point of attack instead of Washington.

In the Spring of 1820 I had expected to have entered college at Transylvania University, Lexington, Kentucky, an event for which I had been preparing for two years or more. My father's health, however, was delicate, and as he had a large business to superintend, he concluded he could not do without my assistance. These circumstances led to the abandonment of my father's original design, that I should receive a classical education; although several of his friends, including two or three lawyers, advised him to send me to such an institution as a preparation for the study of the law. To such suggestions my father generally replied, that he thought there were enough "buckeye" lawyers already.

In compliance with his wishes, I at once, at the early age of fifteen and a half years, entered upon an active and self-reliant business career, which called for the exercise of much judgment and tact in its successful prosecution, and necessitating the riding on horseback of full five thousand miles on an average each year, resulting in an

impairment of my whole nervous system, from which I have to this day never fully recovered. I was, however, although so young, by no means a novice, having assisted my father more or less for several years previously, as occasion required. I continued for five years and a half to assist my father in the management of his business, except during a few months when I attended school to review and partially complete my elementary mathematical studies. Although my education was very defective, it was sufficient for general practical purposes.

The defects were, to some extent, at least, remedied by the fact that I had a great taste for reading. I had, moreover, an excellent memory. My reading was confined chiefly to instructive books, geographical, historical and statistical, discarding novels. Shakspere was a favorite book with me.

> "Each change of many colored life he drew,
> Exhausted worlds and then imagined new."
>
> —*Johnston.*

My mother constantly encouraged my taste for reading, sometimes doing *my* work herself rather than disturb me. I remember on one occasion when I was reading Shakspere she wished to know if I understood what I was reading; I replied I thought I did or I would not read the book; she remarked that she thought I was too young to understand it *well*. I then cited to her the above lines, and she seemed satisfied. These were two of some eight or ten or more lines that prefaced or was a prologue to the contents of the book I was then reading. My last teacher pronounced me to be one of the best geographers, for one of my age, with whom he was acquainted, although I had never studied geography as much as one day at school, having learned all I knew about it at home. My retired situation greatly promoted my natural inclination for self-improvement. I rarely, if ever, visited the town after nightfall, unless upon special occasions, or when duty demanded it.

My mother died when I was about sixteen years old, leaving nine children, the youngest, now Mrs. Nelson J. Turney, being only a few

weeks old. She was a woman of much force of character. She was not only a great economist and manager, but she possessed quick perceptive faculties, was a close observer of facts and incidents, an excellent judge of values, a quick accountant, with a very retentive memory, and withal was quite competent to take charge of and manage the store during my father's long absence (twice a year) to the Eastern cities to purchase goods; and besides his large landed estate required more or less of his personal attention. In the Spring of 1826 I commenced business on my own account, as a farmer, including the raising, grazing and feeding of cattle, and have been engaged in that business, upon a more or less extensive scale, ever since, and at times during that period extensively engaged in driving, and afterwards in shipping cattle by railroad to the Eastern markets.

I was married on the 8th of May, 1827, to Miss Jane Sterling Boggs, a daughter of a well-to-do pioneer farmer of 1798, who died during his daughter's childhood. She died August the 5th, 1841, leaving one child, a son, who died February 18th, 1855, aged 28 years, unmarried. I was again married February 18th, 1846, to Mrs. Sarah B. Delano, *nee* Miss Sarah B. Denny, youngest daughter of General James Denny. She died, without issue during our wedded life, June 10th, 1873. On the 30th of July, 1874, I was married to my present wife, Miss Josie Pearce, daughter of Mr. Lewis Pearce, deceased, of Lancaster, Ohio.

Although my career since my majority has been neither an inactive nor a monotonous one (and I flatter myself that I have not been remiss in public spirit, although I have labored from an early age under the dire misfortune of a partial, and for the last twenty-five years a total, want of hearing), the foregoing incidents are all which I deem proper to mention in this work. I will, therefore, in conclusion, although perhaps not germane to an autobiography, give place to some reflections which often recur to me upon the marvelous change that has taken place in the condition, situation and general aspect of the country at large within my remembrance, embracing the

unprecedented rapid increase of population, with all its comcomitants, and also the wonderful progress made in the development of the country's vast and varied resources. This growth and development is no doubt in part due to the rapid advancement made in the arts and sciences which has stimulated industries, by directing and facilitating the methods by which crude articles could be utilized and made serviceable to an extent not before conceivable, or perhaps dreamed of by the most visionary enthusiast.

I think it not impropable that the present era of three score and ten years, now drawing to a close, will, in the future, be denominated and cited as the *grand age of progress.* I do not presume to say that the acme of enlightenment has, by any means, been reached, but that such colossal results, flowing from new inventions, will not probably be attainable hereafter to an extent at all comparable, in the same limit of time, with those of the past seventy years.

Can it be that the world is yet to witness future triumphs of genius as will work such amazing revolutions in ways and means as have been brought about by navigation by steam, railroads, telegraphs, photography, cylinder printing presses, cotton gins, sewing and planing machines, reapers, mowers, threshers, grain elevators, india-rubber and numberless other industries of lesser magnitude?

Moreover, what an impressive theme for contemplation presents itself to observant persons who have lived to witness the marvelous transition from the slow, laborious and frugal customs which prevailed sixty or seventy years ago, to those of speed, comfort, luxury, and I may add, prodigality and extravagance of the past decade. And no less marvelous have been the changes of scenes and scenery throughout the country at large, particularly as exhibited by the tremendous growth and enlargement of the cities and towns with their miles upon miles of magnificent structures, public and private, where only unsightly, if not wholly barren, wastes were to be seen sixty years ago.

CATTLE AND CATTLE TRADE OF THE WEST.

[The following article was originally written for and appeared in the United States Census report of 1860, at the earnest request of J. C. G. Kennedy, Chief of the Agricultural Bureau of the Department of the Interior. The notes were appended at the request of Hon. T. C. Jones, President, and Hon. J. H. Klippart, Secretary of the Ohio State Agricultural Society.]

It was not long after the settlement of the interior of Ohio before the earlier pioneers perceived the absolute necessity for a market for the product of the soil. They had cast their lot in the midst of an extensive new country, where the land was eminently fertile; and the question, how could the product of that soil be advantageously disposed of, received their early and earnest consideration. The early great immigration would furnish a market for the time being, but the rapidly increasing production would soon outstrip this consumption, and to attempt to transport the surplus grain in its primitive bulky state was out of the question. The great distance from market would require it to be condensed to its smallest possible compass. The article of wheat might be made into flour, and by means of flatboats and barges floated out of the tributaries of the Ohio river, thence down that stream and the Mississippi to New Orleans. This was the only practical way open, and that only, to any great extent, for the one product—flour; and notwithstanding the hazards and hardships to be encountered in that trade at an early day, the extreme scarcity of money, combined with the restless and daring character of the young men of that period, it was entered into with a will, and for a time the enterprise was generally remunerative, and oftentimes highly so. The trials and hardships of

a flatboat voyage to New Orleans before the days of steamboats are but little appreciated by the present generation. To float a boat down to New Orleans was easy enough, provided they got safely out of the smaller streams; but the return trip of one thousand miles by land, the greater part of the way through an uninhabited and almost unbroken forest, was generally made on foot, and if the freshets in the smaller streams did not occur until middle or late Spring, these trips were oftentimes attended with great mortality. Nevertheless the trade flourished, and rapidly increased, until at length, some years after the close of the war of 1812, the supply so far outran the demand that the business became very precarious, oftentimes resulting in a loss to the shipper of almost the entire cargo. The consequence was, the price of wheat was reduced so low as no longer to be regarded as the staple product of the western farmer, and indeed it finally ceased for a time to be a cash article; and it was no uncommon sight to see stacks of wheat rotting down in the field—twenty-five cents per bushel in store-goods or trade being the highest price obtainable by the farmer.

The large bodies of rich bottom land lying on the borders of the tributary streams of the Ohio were not adapted to wheat culture, and on the Scioto river much of the land was owned by immigrants from the south branch of the Potomac river, Virginia, where the feeding of cattle had been carried on for many years in a manner peculiar to that locality, and which materially differed from the mode practiced in Pennsylvania or further north. The cattle were not housed nor sheltered, but simply fed twice a day in open lots of eight or ten or more acres each, with unhusked corn with the fodder, and followed by hogs to clean up the waste and offall; which practice was adopted here, and is still the almost universal method throughout the West, having undergone but little or no material change in fifty years. It may be worthy of remark here, that the method of securing the corn after maturity by cutting off the stalks near the ground, and stacking it in the field where it was grown in stacks of

from twelve to sixteen hills square, also originated with the feeders of cattle of the south branch, the convenience and utility of which mode is made manifest by its general prevalence at the present day.

Although the business of fattening cattle was well understood by many of the earlier pioneers, and to find a market for corn was an anxious thought, yet they hesitated to engage in it. By many it was considered that the great distance from market would render that mode of disposing of their surplus corn impracticable; the long drive to an eastern market would so reduce the cattle in flesh as to render them unfit for beef; but some thought otherwise, and among the latter was George Renick, lately deceased, an enterprising and intelligent merchant, who, owning a considerable landed estate, concluded, himself, to try the experiment. Accordingly in the Winter of 1804–'05, he fed a lot of cattle and sent them to Baltimore the following Spring (*the first fat cattle that ever crossed the Allegheny mountains*); the result was a complete success. Thus was another avenue of trade practically opened, which for half a century contributed largely to the wealth of the Scioto valley; and from this small beginning the trade increased gradually, but not rapidly, until some years after the close of the war, when the failure of wheat to command cash gave a great impetus to the raising and feeding of cattle and hogs; for, although the selling price of such stock was very low, they were the only remaining cash articles of the farmer, and the cost of production was not very carefully considered. There was no alternative, as he was obliged to have some money wherewith to procure the necessaries of life, pay taxes, etc., and the business continued to increase rapidly until about the year 1850, notwithstanding the opening of the New York and Ohio canals in the meantime had added greatly to the resources of the Ohio farmer, by giving him access to a better and more reliable market, enabling him to sell for cash, not only his wheat, but every other product of the soil at much more remunerating prices than formerly. The completion of the great through railroads added still further to the

farmer's resources, enabling him to diversify his pursuits, and assisted in bringing the corn-feeding of cattle, so far as Ohio was concerned, to its culminating point. From personal knowledge of the business, it is my conviction that since then it has been on the decline. The whole number of cattle *corn-fattened* in Ohio may not have perceptibly decreased, but the home consumption, including the extensive barrelling, has greatly increased; but the excess or the number sent to an eastern market from that region has evidently, during the last decade, fallen off, and the cattle of late years are not so heavy nor made so fat as formerly. It is my opinion that cattle can no longer be corn-fed in Ohio for the great length of time and in the profuse manner as formerly, with profit; indeed, in some of the largest feeding districts of twenty years ago the business has entirely ceased; and I very much question whether the business can be profitably carried on as a leading one with the farmer in any locality possessing other ordinary modern resources, when the population of that locality exceeds fifty inhabitants to the square mile, exclusive of populous towns, and can then only be done profitably in a limited way, as a secondary or attendant on other pursuits of the farmer, and then in a different manner from that now generally pursued. The construction of the great through railroads, which tended to diminish the *corn*-feeding of cattle in Ohio, contributed largely to its wonderful increase in Illinois and other western States, affording them facilities for reaching an eastern market of which they had hitherto been almost deprived — the distance the cattle had to travel *proving actually* too great, as the pioneers at first *supposed* it would, from Ohio; and though the railroads also facilitated the transportation of fat cattle from Ohio, adding but little to the cost, and saving to the drover near or quite one hundred pounds of flesh, on an average to each animal, yet, by affording quicker and at all times a more certain conveyance for other things as well, particularly the article of whisky, and the manufacturers of that article being able to pay more for corn than the cattle feeders could possibly afford

to do, they more than counterbalanced the advantages derived therefrom to stock feeding. Hence, in localities favorably situated for the sale of corn, the business of feeding it to cattle has become a comparatively unimportant one.

Before the era of railroads, to break the long drive, large numbers of stock or store-cattle were annually driven from Illinois and the West into Ohio to be fed there, and when made fat were sent to an eastern market; but that trade has now become almost obsolete. Formerly, too, the driving of stock cattle from Ohio to Pennsylvania and the East was conducted on an extensive scale, and indeed that trade, during the State's gloomiest pecuniary period, ranked as one among her chief resources, always commanding money in hand, however low the price might be; but that trade has also ceased, except to a comparatively limited extent from the northern part of the State into that of New York.

To avoid misapprehensions, let me here say, that our remarks thus far with reference to beef cattle in Ohio apply only to those made fat, or mostly so, *on corn*, as doubtless the number of *grass-fattened*, or those that have been but slightly fed on corn, has largely increased. Indeed, the whole business of fattening cattle has undergone a great change since the era of railroads. Formerly the great bulk of the corn-fed cattle of the West, nine-tenths of which were from Ohio and Kentucky, chiefly from Ohio, sent to the eastern markets, arrived there between the middle of April and the first of August, and the markets of New York, in particular, were chiefly supplied from those sources during that time, and grass-fattened cattle were sent in the Fall from Ohio in limited numbers, and no cattle arrived in those markets from the West during the Winter or first month of Spring; but now they are sent at all seasons of the year, and but few of those are so heavily corn-fed or made so fat as formerly. In a word, there is not near so much corn consumed in fattening cattle in Ohio now as there was twelve or fifteen years ago; yet, there are, doubtless, many more cattle partially fed now than then, but grass is

more relied upon to prepare the cattle for market. Nor is there the same *occasion* to make them so solidly fat as formerly, for the conveyance to market by railroad is a great saving of flesh over the former method of driving.

It is not to be understood that cattle are better or longer grazed than formerly, for the contrary is the fact; but formerly, when the business of feeding cattle on the Scioto river was at its height, say from 1840 to 1850, to make an A No. 1 lot of fat cattle, the best grades were fed some ten to twenty bushels of corn in March and April when they were three years old, and other cattle at the age of four years; they were then grazed throughout the whole Summer and Fall in the best manner, then fed from four to five and a half months on all the corn they would eat—say near a half bushel per day each before starting to market; cattle that had no corn the previous Spring were well grazed and fed from five to six months. Quite a common way of prosecuting the business now is to commence feeding the cattle in January or February, *when less than three years old*, on corn in limited quantities, substituting more fodder or other rough feed, but increasing the quantity of corn in March or April, often to full feeding, say from twenty-five to forty bushels in the aggregate per head, and these cattle will commence to be sent to market by the first of June, and by the first of October by far the greater portion will have gone; comparatively few of them, perhaps, having been detained to be fed on corn for a month or two before starting them. Of course the quality of the beef of cattle so young, and handled after this fashion, can bear no comparison with that as made by the former method.

The first introduction into the West of English cattle was made by Matthew Patton (hence the name given to that celebrated stock), who removed from Hardy county, Virginia, to Kentucky, about the year 1793, and brought the cattle with him. Patton had obtained the ancestors of this stock of Mr. Goff, of Maryland, in 1783, who had then recently imported them from England.

John Patton, a son of Matthew, removed in 1798 or '99 from Kentucky to Chillicothe, Ohio, bringing a part of the same stock with him.* Between that time and 1817, occasionally a few other animals were introduced, mostly of the same breed, but including

*John Patton, who was a very enterprising and public spirited man, and a member of the Ohio Territorial Legislature, as well as his brother Matthew, were near neighbors of ours, the creek only dividing their lands from father's, and our families were particularly intimate. John Patton died shortly after Ohio was admitted as a State, and my father, George Renick, and uncle Felix Renick bought his entire stock of blooded cattle at the administrator's sale Thus was this celebrated stock introduced into Ohio, resulting in almost incalculable benefit to the whole State. The English origin of this stock was unknown to the pioneers of the cattle trade in this country. Indeed they had scarcely any knowlege of the different breeds then existing in England, further than was derived from the general names of long horn, middle horn and short horn, though the names of Holderness, Teaswater and Bakewell were familiar, but the distinct characteristics of those breeds were but slightly, if at all, known to them. But after long research it is my earnest conviction that the Patton stock were of the Bakewell south interior of England improved breed. Because at the time of importation, about 1783, that breed had the reputation of being the best improved stock in England. In a very voluminous and comprehensive treaties of English statistics, embracing all the arts and sciences then existing, comprising a description of all manufactures of every kind, as well as the different breeds of live stock, grains, grasses, etc., collated and published by act of Parliament, and which was many years in compiling, filling two very large quarto volumes of 1,200 or 1,500 pages each, including a vast number of plates, the Bakewell breed of cattle was highly commended, and more particularly described than any other stock. The Bakewell breed of cattle was a great improvement on the Leicester, which was a material improvement on the old Craven or long horn. And the description of them given in the treaties alluded to, answered very closely to that of the Pattons, including color, which no other stock in England did.

Goff, the importer of the Patton stock, was a merchant of Baltimore, and it is not probable that he would import any other than stock of the highest repute in England. At that time the short horned Durham was unknown. Indeed the great work alluded to (published in 1800 or thereabouts) does not even mention the *improved* Durham as having any existence. Colling had only just commenced his improvement, and he had many years' trial before he made much progress. And it was not till about 1796 that his stock attained any *general* notoriety. Patton was a relative of Goff, as I have understood, and as Goff had no way of keeping the stock he transferred them to Patton, who was a farmer and cattle man residing in Hardy county, Virginia.

some of an importation made by a Mr. Miller, of Maryland, between 1790 and 1795. These cattle, both Goff and Miller importations, were of very large size, and the cows generally good milkers, and when first introduced were a fine quality of beef cattle—bone not large for the size of the animal—but on account of their great growth were longer maturing than the common stock of the country; but in the course of time their defects grew upon them; they became larger, coarser, and longer maturing, and of course harder to fatten. This change was attributed to rich feed, which was probably the fact. We know that poor feed will degenerate, and it was probably this latter fact that led Count Buffon, the great European naturalist, to assert that all animals, when translated from Europe to America, would degenerate. The finest animal of the cow kind I have ever seen was of this breed; in the Fall of 1819 this was six and one-half years old, and was estimated to weigh over 2,000 pounds, net beef. His head, neck and limbs were remarkably neat, his brisket very deep and broad, and he girted immediately behind the shoulders the extraordinary measure of ten feet five inches, and his back and loin I certainly never have seen excelled, if equaled.* I have been thus

*The large steer referred to was, I think, as near perfection in form and quality, as any animal of the cow kind I have ever seen; and this was the general opinion of cattle men. Often the remark was made by visitors that they would not want a wider bed than his back. He was a deep yellow in color, with remarkably clear horns, a peculiarity of the pure Patton stock. A few years later, in the Fall of 1822, I started to New Orleans with a pair of large cattle of father's raising. They were twins (a steer and heifer), and on account of low water when starting, and showing the cattle at the large towns on the river, they were a long time on the way. I left them at Louisville, and it was then evident that the heifer was fast loosing flesh, yet she weighed 1836 pounds net beef in New Orleans. She was sold by the pound, and of course the weight was not exaggerated. Her horns were nearer translucent than any horns I ever saw; slim, and of good length; indeed quite long, very much like the yellow steer's. Her twin brother was perhaps 300 pounds heavier than she was. He was a light brindle; the heifer red and white pied. Another large steer of father's that had to be prematurely disposed of, on account of an incurable foot-evil, weighed, when slaughtered at the celebration of the opening of the Ohio canal at Chillicothe, in 1831, 2,272 pounds of net beef, after hanging sixteen hours. Had it not been for the foot-evil, this steer, without doubt in my mind, could

minute in this description, because I have seen several treatise, or rather communications, on the comparative excellence of the different breeds of cattle imported into this country, and all of them disparaging, in a greater or less degree, this breed of cattle. This breed proved an admirable one for crossing with the *common* stock of the country, better perhaps, than any following importation.† In 1817 Messrs. Saunders, Smith and Teagardon, of Kentucky, imported from England five bulls—three short-horns, and two long-horns—and eight or nine cows of the two breeds. The long-horns being the most sightly animals, took the fancy of the people at first, and some of those having good stock of former importations, well nigh ruined them for the shambles by introducing the long-horns among them. Their flesh was very dark and tough, without any admixture

have been made the heaviest animal of the cow kind ever recorded in any country. He had the frame for it. He was a light red and white pied.

†The original colors of the Patton stock of cattle were all of a light order, no dark colors among them. The prevailing colors were light red, yellow, light red and white pied, and light red slightly streaked with brindle. Among the thousands of that stock that I have seen, I never saw one all white animal, nor one in which the white predominated; nor did I ever see a roan. When the colors were red and white on the same animal, they were clearly marked—no intermingling of colors. But in course of time, deep reds and dark brindles were not uncommon, and occasionally lin e backs and imperfect roans, and other colors were noticeable. But all these later colors I regard as having been introduced through crossings with other stock. During the Summer of 1816, and Spring of 1817, I was perfectly familiar with (having often seen, and assisted in driving them on two occasions) the finest and largest lot of cattle—one hundred head in number—that perhaps was ever collected together in the United States. They were all pure blooded Pattons, and I am morally certain there was not a dark colored steer in the lot, nor a white, nor a roan one. That stock was owned by my uncle, Felix Renick, who had purchased one hundred head of cattle in the Spring of 1816—part of Mr. Goff, and part of Mr. Hume, both of Kentucky, the two largest fine blooded cattle raisers at that time in the United States—at a cost of $75 per head. And after bringing them home, he took out twenty-five head of the youngest and least, and replaced them with twenty-five head of extra fine ones of his own raising, then he grazed and fed them the next Winter and sent them to Philadelphia the following Spring. They were estimated to weigh over 1,300 pounds, *net weight*, at home, and doubtless would have weighed more than estimated, as all fat cattle were at that time underlaid. Twenty head of them were sold to Mr. White, a butcher in Philadelphia, for $160 per head, or about eleven dollars per hundred, net, who took out

of fat, as a butcher's animal should have, and withal the cows were poor milkers. The short-horns proved a valuable acquisition to the then existing stock of the country, though the quality of their beef was perhaps no better than the Patton or Miller stock, nor were the cows better milkers, but their early maturity, and aptitude to fatten, were qualities peculiarly desirable at the time, had they been properly appreciated and improved upon by the breeders generally. But unfortunately, in Kentucky in particular, the long-horns got a pretty general dissemination before they were entirely discarded, and a practice of somewhat indiscriminate breeding followed, producing about as undesirable a stock for the shambles as could well be imagined. They were very large and very unsaleable, and nicknamed by the butchers of the eastern cities, "red horses." There never was enough of the short-horned breed clear of admixture in the eastern markets for their shamble qualities to be clearly estab-

one steer at random, as he said (he had nothing to guide him in his selection), and kept the steer two years longer, and for many years thereafter you could not have made any of the old butchers there believe there ever was a finer or larger steer in the United States. The steer's profile was taken by a skillful artist and lithographer, and extensively distributed. And Mr. White told me some years after, that he verily believed that every one of the other nineteen head would have made as large a steer as the one he kept—he could see no choice.

I never saw so much uniformity in regard to size in any other breed of cattle. They were all, without exception, almost, very large, and would grow rapidly till they were six or seven years old; and herein lay their great fault: they could not be made maturely ripe for an eastern market until they would become too large and heavy to withstand the long drive without considerable risk, and upon their arrival be less saleable than smaller cattle.

My father and uncle Felix Renick had, for a long time, much the largest stocks of thoroughblood Patton cattle in Ohio; indeed for a considerable time they were almost the only raisers of the pure bloods in the State. In an early day Felix Renick gave, or sold at a nominal price, five or six yearling bulls, and about as many heifers, to William Renick, of Greenbrier county, Va. The latter retained to himself all the heifers and one of the bulls, but gave away, or loaned without charge, all the other bulls to persons living in Greenbrier and adjoining counties, his sole purpose being to improve the stock of cattle in that section of country. The result was a complete and most gratifying success, as the high appreciation in which the decendants of this stock were held by the large feeders on the south branch of the Potomac for forty years thereafter clearly proved.

lished by the butchers there, though in the West it was known to be at least not inferior to any breed then existing.*

But it was not until about 1832 to 1836 that a general interest for the improvement of the stock of cattle began to be manifested by the farmers and cattle men at large. Hitherto it had been confined chiefly to a few individuals in different localities in Kentucky, Ohio, and other western States, though more general in the former. But the beautiful display at the county fairs (then recently revived) and elsewhere, of the many beautiful animals of the English improved Durhams, imported by the different associations into Kentucky and Ohio about that period, combined with the almost fabulous prices which they would command, contributed in no small degree towards creating the general interest on the subject that followed, and which resulted, within a few years thereafter, in a great improvement in the quality of the stock throughout the whole West, greater, perhaps,

*A few words in regard to the importation of English cattle in 1817. The male part of that importation consisted of two long-horn bulls (one a grey in color, the other a brindle) and three short-horns. One called "San-Martin" was a full red, and was used chiefly in Bourbon county, Ky. Another called "Tecumseh" was a red and white, rather an imperfect roan, and was used in Bourbon and Clarke counties. The remaining one called "Smith's Bull" was a light brindle, and was used chiefly in Fayette county, and was considered by some to be the best animal; but each of the other short-horns had their favorite admirers. But all the short-horns were at first neglected by breeders generally, till the long-horns were discarded.

One of the most interesting sights I ever saw in the bovine line was one hundred head of half-blood long-horn and half Patton cattle in one pasture. They belonged to Robert Cunningham, in the blue grass region, Ky. I can not remember the year, but think it was in 1823 or 1824. Mr. Cunningham had bought up all the best half-blooded long-horned cattle he could find. There were as yet but few full bloods (steers) in the country, but these cattle could scarcely be distinguished from the full bloods from their general appearance, horns in particular, showing in some measure that the origin of the Patton stock were the long-horns, because the Pattons bred back to the long-horns in a strong noticeable degree. The horns of these one hundred head of cattle were a wonderful sight, on account of their immense length and divergence from the head in every direction, and without any regularity or similarity; in the same animal one horn would run forward, the other back, one up, the other down, and some of them had to have the tips of their horns cut off, otherwise they could not have eaten the grass, unless it was of great length.

than would otherwise have taken place within a quarter of a century. Nor were the people misled by appearances this time; for, after thirty years' trial, this breed, when well cared for, still maintains its English reputation of possessing, in a greater degree than any other stock, all the essential qualities, such as size, neatness of form, early maturity, aptitude to fatten, and the marbled admixture of fat with the lean in the beef, requisite to make both the raising and feeding more profitable, as well as furnishing to the consumer a superior quality of beef. But the present management of these cattle, and their crosses, called "grades," is nowise calculated to sustain the hitherto high character of their beef among consumers. Apparently both feeders and drovers, not willing to be behind hand with the railroads, nor any other fast thing in this fast age, make haste to realize and hurry off their *half-fatted* stock to market at the early age of three years, thereby involving an absolute waste of "raw material;" whereas, if those same cattle were kept one year longer, and made ripe for the shambles, there would not only be a gain of one-third in weight, but they would produce a quality of beef not excelled in any country or clime.*

The wonderful increase of late years, both in the production and consumption of beef cattle in the United States, the one obviously keeping pace with the rapid strides of the other, has developed in

*It has been stated that I do not regard the roan as an original color of the short-horns. The roan was a common color among the *Teaswater* stock, from which the improved Durham or short-horn sprung, though not so perfect and beautiful as after the improvement; but the original roan color was produced by crossing the native white cattle of England with the Holland reds. In no other stock in England than the Teaswater, *I believe*, did the roan color frequently occur. It is asserted that the dam of Hubback was a roan cow, and was sired by Snowdon's bull (612). Now, I think there is some doubt about that matter. I rather believe that the pedigree of Hubback was a trumped up affair, an after-thought altogether. I have never relied upon some of the old English pedigrees explicitly, and I think Hubback's is *very doubtful*. The Rev. Mr. Berry, of England (who was contemporary with the earliest improved breeders, and who was himself a good judge of cattle, as well as an enterprising improver of stock, and who, I think, is good authority), says that the owner of Hubback was a very poor

part the capabilities of the vast western prairies, providentially provided beforehand, to meet the wants of a great nation, increasing in population and advancing in wealth and power with a rapidity wholly unprecedented in history.

The original or common cattle of the West were introduced into the country from various quarters, the earlier immigrants from Pennsylvania, Virginia, and other States, bringing a greater or less number of cows with them, and the Indians furnished a part. Of course, they were a heterogeneous collection; yet in the process of time, in each considerable district of country of similar formation and resources, where there was no effort made at improvement, the stock assimilated or acquired characteristic qualities peculiar to itself, and so dissimilar from other sections as to enable the experienced cattle dealer to readily determine, by the general appearance of the stock, the region of country in which the cattle were raised. In the more hilly and timbered localities the cattle were smaller, of compact build, hardy, healthy, and easily fatted; whereas, in the more open portions of the country, where the feed was abundant, the stock became larger, looser made, coarser, more subject to disease,

man, the possessor of one cow only, and she was pastured on the common. And not long after this cow had a calf (afterwards called Hubback) the man moved away where his cow got better feed, and she soon became so fat that she never bred any more; and that Colling accidentally hearing of this circumstance, hunted up the young bull, Hubback, found him still on the common, and bought him at a low price. He (Hubback) was in color a deep yellow, with little or no white about him, and like his dam, he soon got too fat, in spite of all Colling could do, to breed. Hubback was exactly the article Colling wanted, and had been hunting for for years. Colling had tried many other crosses before. The Teaswater were too high off the ground, did not mature early enough, too hard to fatten, etc. Hubback was the *very* reverse of all these qualities, but Colling did not get many calves of Hubback. It is not likely that Colling knew or cared what the pedigree of Hubback was, or put himself to any trouble to find out; nor is it at all likely that the owner of the dam of Hubback knew anything about the pedigree of his cow or her calves, because she ran on the common, in common with other stock, Summer and Winter. Berry does not give the color of the cow. This statement I saw substantially corroborated by another writer more than thirty years ago.

and harder to fatten; but the general effort made of late years to improve the stock by the introduction of improved breeds has rendered these local characteristics less distinguishable than formerly.

The manner of raising or breeding of cattle has undergone considerable change of late years. Formerly, when the price of land was very low, and the range extensive, it was the general custom of farmers and cattle men to keep more cows than were actually necessary to supply the wants of the family; indeed, many of them kept large herds of cows for the sole purpose of raising cattle. But that business has now, at least so far as Ohio and Kentucky are concerned, almost entirely ceased, though it is still carried on to a limited extent further west and south, more particularly in Texas, where a few years ago many individuals could count their herds by the thousand. Yet, even in Ohio and Kentucky, the number of cows has not decreased, but, on the contrary, doubtless has largely increased home consumption, the extensive cheese manufactories and large export of butter of late years have rendered a largely increased number of cows necessary. The calves of these cows are, to a considerable extent, bought up by dealers in the Fall, who, perhaps, keep them a year, and then they pass into other hands, who, in turn, keep them another year, when the stock in large numbers passes into the hands of the feeders. This cannot be said to be the universal custom, but its practice is sufficiently prevalent to be designated as general. A very limited proportion of this stock is housed or sheltered during the winter, at least south of forty-one degrees of north latitude, unless it be the calves the first winter to some extent; nor is it the custom to house any cattle even while preparing for market. They are generally fed in open lots, though positions sheltered from wind and storms by timber or other natural obstructions are taken advantage of.*

*Something about breeding: In February, 1830, I bought of Mr. John Hetchcraft, of Kentucky, a heifer from his celebrated milch cow. This cow was of the Tecumseh breed, of the importation of 1817, and it was asserted,

In communicating his experience with Texas cattle, Mr. Renick writes as follows:

"In the winter of 1853–4, I had purchased for use about 1,200 head of cattle in the northern part of Texas, which section of country had been to a considerable extent settled by immigrants from Illinois and Missouri, and who had brought their stock with them; and this stock had not yet been sufficiently intermixed with the Spanish or Opelousas cattle further south to materially deteriorate their original qualities; consequently they were a much better and larger stock than I expected to see, though they had in some measure acquired the wild nature of the more southern stock. The cattle were brought to Illinois in the Spring and Summer of 1854—*the first drove of cattle that ever came North from Texas.* This enterprise created quite an excitement in the northern part of Texas, and all my correspondents there manifested a strong desire

and abundantly proven, that she would give forty-four quarts per day, of rich milk, for several months during the year. At the time, I had an extra poor set of milkers, and was determined to raise both the quality and the quantity, if possible, hence my purchase of that heifer at a high price. But shortly after getting my Hetchcraft heifer home, I met with a small book, by a French author, who professed that by following certain rules that he had laid down he could produce any given characteristic quality of any kind of animal, and could breed male or female at his pleasure; but unfortunately, I lost the book before fully acquainting myself with its precepts; but I had learned enough to know that my purchase of Hetchcraft would not probably avail me anything—and so it proved. She was but an ordinary milker; and when the sale of English imported stock took place, in 1836, I was determined to have a certain one of the calves to try the Frenchman's theory, to raise the milking qualities of my stock, for I then had some of the worst milkers I ever saw. But at the time of purchase I was also very desirous of having heifer calves to get into the lead as soon as possible. And here was the difficulty; if I bought that certain bull—if the Frenchman's theory was correct—I might expect to raise the milking qualities, but would pretty surely have bull calves, for a time, at least, instead of heifers; and so it proved, for in the first year I got from that bull twenty-one calves, but seventeen of them were bulls—but one heifer from my best stock; and at my sale of stock and other things, in 1851, I was certain I had the best stock of milkers in this county. I had several superior milkers, and no bad ones. I gave $630 for my bull calf (John Bull by name), eleven months old, and the same night I got him home, he got with a heifer that I had been

to have this new trade continued and extended, freely offering their best efforts to encourage it, as they believed it would result advantageously to all concerned, and promising, if successful, to send North for a better breed of cattle, as they said, and with truth, that they could raise cattle and deliver them in Illinois with satisfactory profits to themselves, for less, by one-half, than they could be raised for in that State. In anticipation of this trade being continued the following season, quite a large number of cattle were brought up from points further south, and, as was expected, the trade opened lively; but an unforseen difficulty exploded the whole business within the next two years. It was found that the southern or Spanish cattle were subject to an epidemic or contageous disease, somewhat resembling the yellow fever in the human race, and so contageous did it prove that all along the track those cattle were driven the farmers lost large numbers of their cattle from that disease, many loosing almost their entire stock within a few days. So serious was the loss occasioned by each drove of Texas cattle passing through, that the inhabitants of southwestern Missouri held

obliged partly to raise by hand, as her mother and grand-dam both were such miserable poor milkers, that they could not raise their calves without assistance, and the heifer was still running about the yard and orchard. She was then about fifteen or sixteen months old, and her calf by John Bull was a heifer, and to my great delight proved to be a splendid milker; and you may guess I was fast getting to be a firm believer in the Frenchman's theory. It was simply this: If milking qualities are desired, you must find it in the female, and then cross sexes, that any quality possessed in either sex will but rarely be transmitted to their descendants of *the same gender*. As an example—if you have a good or superior milch cow, and breed her promiscuously, the chances are exceedingly faint that you will have more than an ordinary milker in the female descendant; but if your cow has a bull calf, then preserve him to breed from, and your chances are infinitely superior that his female descendants will be from good to very good milkers, and so with any other quality. But other qualities may originate with the male, but the sexes must be crossed to transmit them with any kind of certainty, and the longer these crosses are continued the more surely you will succeed. After 1839 I would not have bred from any bull, however fine, unless I knew his dam to have been a good milker. I imported a superior milch cow myself, to cross and keep up the milking qualities of my stock.

conventions in divers places, and resolved that no more Texas cattle should pass through the country, and, by order of these conventions, armed bands or patrols were appointed whose duty it was to turn back all Texas droves that might attempt to pass, which they did effectually. Thus ended what at one time seemed a promising trade. From the short trial, however, it became evident that, from the inferiority of the Texas stock as beef cattle, the trade would not have resulted as satisfactorily as was anticipated; the cattle were very light "weighters" for their size of frame, with but little room for improvement, and so wild as to be almost unmanageable. For oxen for the Santa Fe trade, or long drives over flinty roads, their hardness of hoof, their agility and endurance, render them unrivalled; and though they never lose entirely their wild nature, yet, when judiciously trained, they become quite tractable."

THE DROVERS AND BUTCHERS.

[We give place to the following intelligent and interesting article, the more freely that we know a large number of our readers are either directly or indirectly interested with the subject which it so ably discusses. Should any part of it, however, call for fair refutation, we shall hold ourselves ready to give public audience to any accredited article on the other side.—Ed. A. C.]

Mount Oval, near Circleville, O., Dec. 25, 1848.

Mr. A. M'Makin, American Courier, Philadelphia.—Dear Sir: The following article appeared in your paper of the 16th inst., under the head of "Destroying a Conspiracy:" "An effort is about to be made by the victualers, with the aid of the public, to destroy a combination of drovers and middlemen, or forestallers, who conspire to raise the price of butcher's meat to an unfair and oppressive height. They may count on our aid to effect this public good."

It is evident, from your manifest willingness to participate in the correction of the alleged abuse referred to in the above article, that you have taken as Gospel truth all you have heard in relation

thereto, on one side of the subject. Now, would it not be as well (before a final decision) to hear what may be said upon the other side, that you may be the better enabled to judge more correctly for yourself, whether or not the alleged abuse really does exist?—for it is not at all likely that either you or a large majority of the Philadelphia public are practically acquainted with the subject under consideration, and therefore must form your opinion from arguments advanced from each and both sides of the question. I say that the alleged "conspiracy" does not exist, and if you will allow me a brief space in your widely circulated paper for my remarks, I will endeavor to prove to you, and through you, to the Philadelphia public, that it cannot, to any considerable extent, take place, and that the drovers have been wrongfully accused. Although I am well aware of the strong natural influence with which I will have to contend (I mean the pocket interest), yet I think the large body of your community—actuated by a spirit of reciprocity, and the still more noble sentiment of "do as you would be done by,"—will, when their minds are disabused from any imposition being practised upon them, sustain the old adage, "live and let live," at all events, I trust you and they will give my remarks an impartial consideration. I will be brief as possible, and confine myself entirely to the western branch of the business—my long experience enabling me to speak with confidence, so far as *it* is concerned, for I myself have been engaged for more than twenty-five years, in occasionally furnishing the butchers of the Eastern cities with beef cattle, and also for the whole of that period been engaged in the business of raising, grazing, and feeding cattle for the supply of those markets—and for the better understanding of the whole matter, I will commence with the beginning of the business of furnishing beef (which, I take it for granted, is the principal article complained of) for your market, and the probable cost of production.

In the first place, cattle are bred and raised until they are four years old, generally for, say $24 per head, or six dollars per head per

annum, which, I think, you will say is reasonable enough, though the best of the improved breed will command that price, and even more, when three years old. Then the animal must be put to better keeping, and will consume all the grass that will grow on two acres of the best land in an ordinary season; put that down at $6, and you cannot call that charge extravagant. Then in five months more he will consume at least seventy-five bushels of corn, or one-half bushel per day; put that down at $15, or twenty cents per bushel; can you complain of that charge? Total so far, $45, and the animal will weigh about 900 pounds. So much for the cost of production in Ohio. But yet I have allowed nothing for interest of capital, nor for loss of cattle by murrain, which is at least three or four per cent. per annum, but that must come off the farmer.

Now we will see wherein the western drover is at fault. He buys the cattle at the above rates—that is, the best prime cattle, that will weigh 900 pounds, for $45, or $5 per hundred pounds, and then he is at an outlay for driving of $11 to Philadelphia, or $13 to New York, provided the cattle are driven on grain, and two-thirds that price if driven on early grass. This includes all expenses except the interest of money, which will add one dollar more, making the whole cost to the drover $57 to Philadelphia, and $59 to New York, and the cattle will weigh, on an average, from 750 to 775 pounds, at Philadelphia, and near a quarter less at New York.

Now, admit the cattle to carry to market, on an average, the highest weight here named, which they will not do, and allow the drover to sell them at the highest prices that the Philadelphia butchers have ever paid for the last ten years, except perhaps for a single market day or two, at most, and even then where is the margin for the drover's extravagant profit? There is none. The fact is, that for many years it has seldom happened that your butchers have been willing to pay a price that would remunerate the western drover for *superior cattle*, and the consequence has been that seven-eights of the best Ohio and Kentucky cattle have passed your

doors, to reach a better and a more remunerating market. I do not say that the people of Pennsylvania cannot produce good beef at a less cost than Ohio and Kentucky, but I do not see how they can do it, although they are measurably clear of the great cost of driving, and also the great loss of weight, yet they pay more for their store cattle, and the food wherewith the cattle are made fat is worth more than double the estimated cost of ours. So much for the actual cost of *good* beef delivered at market.

Now for the "conspiracy," or combination. How is that possible, with a consumption among the Eastern cities, large and small, of more than 200,000 cattle annually, and with 15,000 or 20,000 head always ready for market, scattered over a vast extent of territory, and at all times more or less of them starting to market, without the knowledge of other parties? Would not the conspirators have to buy up all the cattle within reach of the market? And could they do that? Would there not, in spite of them, be a sufficient number untouched by the drovers, ready and waiting to step in the moment they would get the price up, to take advantage of the high market? Remember that fat cattle, after being driven to market, are a perishable article—they cannot be held out of market like a barrel of pork or flour, they must be sold on arrival, or very soon thereafter, be they few or many; the expense of keeping is too great, and they lose in weight too fast after the drive, to hold any length of time.

Now, sir, if this is all true, will you not be ready to conclude that the butchers are mistaken? I know they are; but still I do not say that they do not believe what they assert, for a large majority of them are perhaps, but little, if any better acquainted with the actual cost of production, than other citizens generally of Philadelphia. They, and we all know that it often happens that the supply of beef cattle at hand is not equal to the demand; in that case, of course, the drover will put up the price if he can, just as any other dealer in any other article would, under similar circumstances; but then again it more frequently happens that the supply is greater than the demand;

then the drover in his turn must submit to take the best price he can get. I admit that the monopolizing of the market for a short period has often been attempted, but which has nearly as often resulted in a failure. But there is no sane man acquainted with the business that would not at once denounce anything like a permanent monopoly as literally impracticable; the competition is too great. You might as well tell me of a "conspiracy" of the merchants of Market street, to raise the price of their goods to their Western customers, or a combination of the shoemakers of Lynn, for the purpose of raising the price of boots and shoes, either of which perhaps would be as easily effected as the "conspiracy" complained of. There is no branch of business with which I am acquainted that is so precarious, or that is not in the aggregate more profitable, than that of driving cattle from the West to the Eastern markets.

In the foregoing remarks in relation to the cost of the production of beef for your markets, I allude *only* to the *best article.* Inferior beef can be, and is, produced at a considerable less cost. But are you willing to be put off with the inferior article? I think not; but I assure you that the best beef cannot be afforded to you (without a change of times) at a less price than you have obtained it for the past two years, without a sacrifice on the part of the producer, drover, or butcher of their just and moderate profits; and I am yet to be made to believe that the people of Philadelphia are unwilling to pay such a price for their beef as will allow all concerned a fair and moderate profit. They must bear in mind that good beef cannot be produced, to any extent, on low-priced, or inferior land. It requires the best of land to produce it. For that reason the production is principally confined to comparatively small and detached portions of the United States. All the best beef furnished from Ohio and Kentucky is produced on land that will command from $30 to $50 per acre for other purposes than the making of beef.

Compare the prices of the different articles of food in the United States, relatively, with those of other countries, and you will find the

disparity greater in the article of beef than that of most any other thing, and it is in your favor. And again I call upon your people to take into consideration the fact, that good beef cattle cannot be reared at former prices—the prices of 1824–25. At that time, we of the West were almost without resources; we were obliged to take the offered cash price for any article we had to dispose of, whether remunerative or not—there was no alternative. We were compelled to have some money wherewith to procure the necessaries of life, pay taxes, etc., and nothing but cattle and hogs would at all times command the cash. I myself have seen wheat offered at twenty-five cents per bushel, and the cash refused even at that low price. But thanks to the shade of Clinton, the opening of the New York and Ohio canals put a new face on our affairs, and the completion of each successive important canal and railroad has added to our resources and diversified our pursuits, the result of which (taken in connection with the late foreign demand) has been an advance in price of from fifty to one hundred per cent. in most articles of produce, and a consequent rise, though a less porportionate one, in the article of beef. With these remarks I will leave the matter to your consideration.

W. R.

DEATH OF GEORGE RENICK.

DIED.—At his residence, on Paint Hill, in the vicinity of Chillicothe, on Tuesday, the 15th inst., Mr. George Renick, aged eighty-seven years and seven days.

In the death of the venerable George Renick, Ohio loses one more of her very few remaining pioneers of his class. Doubtless there are yet still living quite a number of persons who were brought hither in their minority by their parents or guardians prior to Mr. Renick's first location; but few indeed must be the number yet remaining, who, like him, at their own discretion and as self reliant men, traversed the wilds of Ohio anterior to Mr. Renick.

Mr. Renick was born in Hardin county, Virginia, on the 7th day of September, 1776. He was brought up on a farm, though a considerable portion of the years of his minority were spent in a store in Moorefield, Va. He was twice married; the first time in September, 1802, to Miss Dorothy Harness, of his native county, by whom he had ten children, seven of whom survive him, she dying in December, 1820. He was again married in March, 1825, to Mrs. Sarah Boggs, who survives him, though only a few months his junior in years, herself a pioneer of 1798, whose maiden name was Denny, a sister of the late General James Denny.

Mr. Renick first visited Ohio in 1797, at Marietta, in company with Mr. Jonathan Renick, who afterward settled on Darby Creek, Pickaway county, for the purpose of competing for the contract for the surveying of the Government lands lying on and east of the Scioto river (they both being practical surveyors), but from some misunderstanding they failed in their purpose (Mr. Thomas Worthington, afterward Governor of Ohio, being the successful competitor), and after attending, even then, at Marietta, a so-called birth-night ball (though Washington was still living) they returned to Virginia.

A few months later Mr. Renick again visited Ohio, this time by way of Wheeling and Zane's newly cut trace, when there was but four cabins on the way between Ohio Wheeling Creek and Chillicothe; and at Lancaster prairie he saw for the first time in Ohio the so-called, but misnamed, Kentucky blue grass, growing in rank luxuriance. After prospecting about Chillicothe for a short season, he, by special invitation, started to accompany General Massie on a surveying tour among the Virginia military lands west of the river, but sickness overtaking him, he was obliged to return to Chillicothe. There being no white physician in the place, he would not suffer the Indian doctor to approach him, but soon becoming delirious the Indian was called in, under whose treatment he soon recovered. When becoming convalescent, and taking exercise to regain strength, he witnessed the nailing on of the first shingle that ever graced a roof in the now city of Chillicothe, all the former buildings being only cabins. After fully recovering his health he proceeded on his way through what was for many years after called the wilderness, to Kentucky, where he spent the Winter, returning the following Spring to Virginia, through Ohio. Although Mr. Renick did not finally locate in Ohio till the Fall of 1802, yet, in this interim, he was back and forth, spending a considerable part of his time after 1800 in Ohio. In the Fall of 1802 he was married and immediately removed to Chillicothe, opening a store of the largest and best assortment of goods hitherto offered in the place.

Mr. Renick early perceiving, as he thought, from the large bodies of rich bottom land lying on the river, that corn would be the staple product of the country, and the consequent necessity of a market for it—acting under this conviction—he urged some of his friends who had preceded him, and who were already raising considerable corn, to feed it to cattle; but the great distance from market deterred them, they believing that fat cattle could not be taken so great a distance in a fit condition for beef, and that the undertaking would, in all probability, result in a failure. He thought otherwise, and

resolved to try the experiment himself as soon as he could prepare for it. Accordingly, in the Winter of 1804–5 he fed a lot of cattle, sending them to Baltimore the following Spring, and marketed them himself. The result was highly satisfactory, and his cherished hopes fully realized. Thus was another avenue of trade practically opened that for half a century contributed largely to the wealth of the Scioto Valley.

In 1808, Mr. Renick having accumulated a large landed property, retired from the business of merchandising and gave his whole attention to farming, improving his lands, already having a considerable stock of blooded horses, cattle and hogs.

Throughout Mr. Renick's long life he never enjoyed robust health—indeed so much had his health become impaired that in the Spring of 1816, by the advice of his physician and friend, Dr. Scott, he removed to Woodford county, Kentucky, to a farm previously purchased for that purpose, selling off the greater part of his live stock, including all his extensive stock of fine blooded horses, and his fine stock of China hogs, which he had himself introduced into the country some years before, retaining a select few of his favorite cattle only.

His health receiving no benefit from the change, he returned to Ohio in the Fall of the same year. Thenceforth Mr. Renick's special attention, so far as live stock was concerned, was given to cattle almost exclusively, having commenced in that branch as early as 1804, by the purchase of a portion of the English blooded cattle brought to this country by Mr. John Patton, then lately deceased, from which stock Mr. Renick, by judicious breeding, raised some of the most gigantic sized animals of their kind ever produced in the United States, or that we have any record of in the world.

Mr. Renick early and earnestly interested himself in the improvement of the live stock of the country, sparing neither time, trouble nor expense, to further his favorite purpose; indeed his name for fifty years was identified with every improvement or effort made to

improve the stock (cattle in particular) of the Scioto Valley, always taking an active and leading part; and doubtless to him more than to any other one man, is due the credit of the present greatly improved stock of cattle of the country.

Mr. Renick persistently eschewed a political life; the only office or nomination he could ever be induced to accept was that of Presidential Elector in favor of his early personal friend, Henry Clay.

Mr. Renick was a man highly conscientious, moral, benevolent, extremely modest and unassuming, of unblemished honor and integrity; and during his last sickness, was received as a communicant in the Old School Presbyterian Church.

Thus has passed from earth a long, highly honorable, and useful life, whose single term witnessed a change of scene in Ohio and the West wonderful to contemplate.—*Scioto Gazette, September*, 1863.

[For the Cincinnati Gazette.]

THE CURRENCY.

If one hundred and three millions of currency was not an over supply in 1835—and I think no business man of that day will say it was—what ought to be a proportionate amount now, with two and a half times greater population, with an increase probably from seven to ten fold in wealth and resources, and with a still greater ratio of increase in our business transactions?

If we could maintain a circulation of one hundred and three millions on a specie basis in 1835, when the sight of a gold piece was almost enough to cure sore eyes, why should we doubt our ability to maintain a proportionate amount now, when we have been digging fresh gold out of the earth, upon our own territory, for sixteen years, to the amount of from seventy-five to one hundred millions of dollars per annum?

If the supply of currency is of too limited a character, will not credits take its place, in the ratio of five dollars or more of credit for every one of currency, accompanied with high rates of interest?

Of those who hold that the National Bank circulation already authorized—three hundred millions—will afford a sufficient supply of currency, I would ask, that unless they favor an extended system of credits, by what magical means they expect to make one dollar in currency now perform the functions of two, or more, probably three, thirty years ago?

Will you please give the foregoing questions a place in your valuable paper? They may elicit some comments that will prove instructive to those, and they are many, who, like myself, do not believe that high prices will necessarily be maintained as long as we have a redundant currency, but rather believe that supply and demand are the controlling elements that govern prices (instance, the present price of hay, which is now selling for a lower gold price than it has done for twenty years before in Cincinnati), and that eventually, when the people become fully accustomed to an all-sufficient supply, as they now partially are, that there will be more cash payments, and less and shorter credits, thereby greatly lessening the peril of disastrous revulsions, and in some measure keeping within bounds the extortionate rates of interest that have so enriched the bankers and brokers and depleted the pockets of the artisan and tradesman for more than twenty years before the war. W. R.

Circleville, Ohio, 1865.

[For the Cincinnati Gazette.]

THE NORTH AND THE SOUTH.

Near the close of last month there appeared in the *Gazette* an article on the subject of the relative enterprise and increase of population of the North and South, etc., editorial I presume, as there was no credit given, to the whole of which I cannot fully subscribe, at least without some modification, and I trust that you will allow me a small space in your paper that I may give my reasons for non-concurrence. The sentiments to which I take special exception are expressed in the following words: "The value of the Southern lands, being so much more productive than the very best lands of the North," etc. And again further on, you say: "No doubt but real estate will greatly depreciate in the North for four or five years," etc. Now the former passage, from a casual reading, may be construed as implying that the Southern lands are so much richer, more fertile than the best lands of the North, but which was doubtless not your meaning, for the facts would not bear you out in that assumption. Had you said that the value of the products of the Southern lands, *per acre*, were so much greater than those of the North, you would have been better understood, but even that requires some qualification, in my opinion. You did not even intimate that, in order to make the Southern lands thus more productive, it required large additional outlays per acre. To have done this would have given the reader a better idea to have drawn his own conclusions as to the relative net profits between Northern and Southern lands. In no other way can a comparison of the value of lands be made. Their value cannot be judged with accuracy by the gross production; and therein, in part, consists the error so preva-

lent in the North, that the Southern lands are generally more valuable. If the raising of cotton had been the exceeding lucrative business that many in the North believed it to be, why did the Southern papers, some ten or a dozen years ago, so earnestly appeal to the planters to limit its production, professing that it was then a non-paying business? Or, why have the sugar planters so often petitioned Congress for protection from the foreign article of one or two cents per pound.

There are two things that have greatly assisted in leading the Northern people into the common error as to the great profits arising from the culture of cotton. One is, the amount produced per acre, generally, is overrated. From all I have been able to learn, from experienced cotton raisers—and I have made many inquiries, from time to time—the production of North and South Carolina does not exceed one-half bale to the acre, exclusive of Sea Island cotton. One intelligent South Carolina planter, on a large scale, who had kept an accurate account of his business, told me his crop of cotton, on an average for sixteen years, was only 97 pounds of cleaned cotton to the acre; though, he said, a few very short crop years during that time reduced the average somewhat for the whole term, but that his general average was not greatly more; and during the same time his corn averaged something less than fifteen bushels to the acre, but he cultivated old lands; and all my information on the subject leads me to believe that the annual average cotton crop of the whole South, east of the Mississippi river, and exclusive of the immediate valley of that river, does not reach three-fourths of a bale to the acre—probably not more than 250 to 275 pounds. In the North, one ton of cleaned broom corn to three acres, on good bottom lands, is considered an average crop; and some years ago, when prices of most things were down to a low point, even then, if the raiser of broom corn did not get over $90 per ton he thought his profits rather slim. This would be equivalent to $30 per acre, which is a greater gross profit per acre, if my estimates are true, than the South has obtained

from her aforesaid cotton lands on an average for ten years preceding the war, though it cost more work to cultivate and prepare for market one acre of cotton than an acre of broom corn. I will now endeavor to show wherein arises the other error in regard to its highly profitable culture. It has been from slave labor as it existed and was managed. It is hard to compute the actual cost when done by slave labor, in the ordinary way, when the common planters own both land and laborers, and living in the homely style they generally do; mostly clothing and feeding themselves and families, as well as their slaves, within themselves, their cash outlays are so small, that let the price of cotton be never so low, still the proceeds of sales are more than enough to cover all demands, and they only know that they have less money at the year's end than usual to lay up or to buy more negroes or land. Had the planters had to pay the same wages to their laborers, and board them in the same way that the Northern farmers have done for the past ten years before the war, their profits, or rather incomes, would have been represented by quite different figures, and not always on the right side of the balance sheet, and minus the increase of negroes besides.

In the foregoing remarks I make no allusion to the wealthy nabobs, who, for the sole purpose to constitute themselves grandees, with a high sounding hereditary title to designate their rank, originated this bloody civil war, and who manage to clothe and feed their numerous families of negroes for a sum so astonishingly small per head, that they are enabled to live in princely style.

If slavery is totally abolished—which I earnestly hope and trust it will be—the South never again can monopolize the culture of cotton as heretofore, because it cannot be raised by hired labor, if justice is done to the laborer, low enough to prevent the strong competition of other countries that are fast becoming skilled in its successful culture; and suitable lands for its production throughout the world are by no means limited, as many suppose, but, on the contrary, there is probably no other principal crop so well supplied

in that respect for all time as cotton—I mean in comparison to demand. Was only the one-twentieth acre of the land susceptible of its production now employed in its culture, there would be an overwhelming supply. Cotton is no longer king. Dethroned by his own ministers, the order to fire on Fort Sumpter sounded the death knell to his boastful power.

The Hon. Dixon H. Lewis, one of the most enlightened, enterprising and practical agriculturalists the South ever produced, and who, while in Congress, made it a point to attend very many of the meetings of the New York Agricultural Club, taking a leading part in their discussions, said he would rather grow corn at twenty-five cents per bushel than cotton at seven cents per pound, although corn was raised to a disadvantage, inasmuch as it only afforded full employment to his slaves for a comparatively short portion of the year. This disadvantage would be overcome by monthly hired labor. But the fact that Mr. Lewis lived in Mississippi, in the true cotton region, and too far South for a full or certain crop of corn, should not be overlooked.

Cotton is raised to a great disadvantage in a small way, requiring, as it does, considerable outlays in addition to the mere work performed in its culture, and in the picking season extra help is required, which the small farmer cannot always conveniently command, unless being near a town or village, or where labor is plenty. And upon the whole I think it questionable whether one-fourth of our farmers would engage in the business, even if it could be done at their own doors, and even if they were sure their land would yield them 50 or even 100 per cent. more profit to the acre. The time, trouble, and the large increased outlays would deter them. Most of our farmers would rather cultivate two acres of corn than one acre of cotton, because it would require less time, trouble and expense, and leave them as much or more net profit in the aggregate, rent of land inclusive. In the foregoing I refer only to prices as existed for a term of years before the war, and to

cultivation in all respects similar, as to pay of laborers and their board, or as corn was, and is grown in the North by the common farmer. I make no reference to what might be done in the way of culture of cotton on a large scale on the rich alluvial soils of the Mississippi river and its tributaries.

I am neither a prophet nor the son of a prophet, but if I do indulge a little in a prophet's avocation, I can offer as an excuse that you set the example.

But before there in any occasion of prophesying, we must first assume that confiscations to any considerable extent are to be made; otherwise I do not see that there will be, to any very great extent, a change in proprietorship of land at least. For myself, I have no idea that the one-tenth of a tithe of the lands will be confiscated. My opinion is, that between the exceeding leniency of our President and the extreme facility that a Southern man can swear, and prove, too, that he has always been a loyal man, though he may have served in the rebel army ever since the war began, confiscations will be rare indeed. And if the present holders should not be dispossessed, and the predicted avalanch of emigration should press down on them, they will begin to appreciate, what they never knew before, the great value of their lands (in Yankee estimation), and some of them at least will be ready to conclude that they hold in their possession a great prize, second only to "striking ile," if they ever heard of that expression down in Dixie, which I think doubtful. Seriously, I trust, on the return of our soldiers, the minds of our people will be disabused relative to the great superiority of the Southern lands, in general, over those of the North, either in point of richess of soil or productiveness, an opinion quite too generally entertained. But if the great and generally predicted opening does occur, then I will say that the sugar lands of Louisiana, and the rich cotton lands on the Missisisppi and its tributaries, will offer a rich prize to the capitalist and speculator, and will be sought after with avidity. A portion of Middle Tennessee and extreme North Ala-

bama will be very attractive to all. And perhaps the interior of Georgia, and on the water courses of Alabama, and about Columbia, South Carolina, may be inviting to many. And to the industrious and enterprising mechanic and artisan, the most part of the whole country will offer an unusual remunerative return for his labor and skill. But that the well-to-do farmers, of the Northwest at least, will rush to sell out to remove South, I do not believe. But, on the contrary, the great majority of our Northern farmers, a million or more in number, having made money the past year or two as they never made before, and if the same prosperity attends them for a year or two longer, each and all of these, figuratively speaking, will be ready to become home buyers, not sellers, of land to an extent that their less fortunate neighbors, or those wishing to go South cannot readily over supply.

But however strong the temptation to emigrate South may prove, I think it underestimating the unparalleled progress that the North is now making, both in regard to wealth and accumulation of resources, as well as her great increase of population, to suppose that any or all inducements, real or imaginary, that may be offered in the South, can materially affect, much less "greatly depreciate" real estate in the Northwest at least. In my opinion if real estate is at all depreciated, it will be by financial embarrassment, and not by emigration.

Although my remarks are already extended much beyond what I intended, yet allow me to say that I cannot fully agree with you in the opinion that the Southern climate is so much preferable to our own. That it is more genial no one will dispute, but whether from that fact it is the better calculated to promote the enjoyment of the comforts and pleasure of life, is, to my mind, a doubtful question. The human system requires a change of temperature to invigorate and give it tone. An equable and warm climate enervates, inducing lassitiude—an indisposition to exertion—thereby unfitting the system

to relish, if not rendering irksome, what would otherwise be a pleasure.

Energy and industry may be fairly classed among the characteristics of the higher latitude, langour and indolence among those of the lower. Therefore, I do not believe that the incubus that has hung over the South, so retarding her progress, as your figures clearly show, should be wholly ascribed to slavery. I think a part, at least, a small, comparative part, perhaps, should be attributed to climate.

In the future, when slavery and slavery commotions shall have mostly passed from the memory of man, the question may be asked: Why does not the Sunny South keep pace in improvements with the ungenial North? The answer will probably be: Alas! Inertia, that fatal barrier to progress, that to-day is the great assistant in holding in check the enterprise, and the consequent onward advance to wealth and power of all the Southern nations of the earth, is deeply seated there. W. R.

Circleville, Ohio, Jan. 12, 1866.

[For the Farmer's Chronicle.]

BLUE GRASS.

At the first meeting of the Franklin County Agricultural Club, Mr. Klippart asked, what is blue grass? A pertinent question, certainly, and one well worthy discussion, even if nothing more be elicited or determined by its solution, than a correction of long existing wrong impressions in regard to its name and origin. And to that end, permit me to contribute, through your columns, what information I possess in relation thereto.

It has long been the generally entertained opinion, I believe, that the blue grass was originally introduced into Ohio from Kentucky, as the name by which it is commonly called (Kentucky blue grass) implies. Now, I have repeatedly characterized that appellation as a palpable and unqualified misnomer. And why? Because blue grass *is not* a native of Kentucky, but *is* of Ohio. Now for the proof of my assertion. The soil of Kentucky, "the dark and bloody ground," was originally heavily clothed with large timber, that part now known as the blue grass region, densely so. In that there were no prairies, no plains, and but little of it that was but sparsely timbered. Consequently it was manifestly impossible for blue grass to flourish there. Blue grass could only flourish in its wild state, or, rather, in the country's wild state, on very rich *timberless* lands, that were retentive of moisture, so that its almost perpetual verdure, when growing on such lands, would in a large measure protect it from the autumnal fires that swept over the country annually. Blue grass could not withstand repeated burnings like the sedge and other wild grasses, hence it was never found in its wild state on light and dry soils. But even had all else been propitious to its

growth, I do not believe it could ever have obtained foot-hold in the now blue grass region, because cane, that effectual exterminator of all grasses, weeds, or anything else of more diminutive growth than itself, was indigenious to the soil. Hence the earlier pioneers found no blue grass there. Indeed, I have had it from the mouths of some of the old settlers themselves, that they knew of but two kinds of grasses that were natives of Kentucky, called respectively, the buffalo and the bear, both coarse and almost worthless, but would grow where cane would not.

Blue grass was originally introduced into Kentucky from three widely distant localities. George Renick, who removed from the south branch of the Potomac river, to Clark county, Kentucky, in 1794, took blue grass seed with him, but there were others, as I have understood, both before and after Renick, emigrants from the same region, who, on learning there was no blue grass in Kentucky, also took seed with them. And about the same date, it has been asserted, there was a package of blue grass seed sent from England to a lady resident of Kentucky, which seed was most assiduously cultivated and cared for, which was afterward in great demand and was widely spread. But where, friend reader, do you suppose the third importation came from? *Mirabile dictu!* From Ohio. Yes; from Ohio, whose people, from sheer habit of expression, have been led to believe that they were indebted to Kentucky for their most common grass, a grass to be found in the yard of every farm house in the State. In the earliest settlement of the interior of Ohio, there were a few individuals in Kentucky, who, having more cattle than grass, were in the habit of clubbing together, and sending their cattle in the Spring to graze through the season to Darby bottoms, opposite to where the City of Circleville now stands, where on and near the home farm of Mr. N. J. Turney, there were near 1,000 acres of blue grass growing, which, in all probability, had occupied the same ground ages upon ages before Kentucky was dubbed with her present name. It was the duty of the herdsmen of those cattle to

strip blue grass seed in its season, in sufficient quantity to fill the bags brought along for that purpose, and on their return trip in the Fall, it was packed home on the backs of their spare horses. To this primitive way was Kentucky indebted, in part at least, for her since renowned blue grass. I do not mean to say these were the only importations of seed into Kentucky, for it is highly probable there were many others, but the foregoing are the only authenticated ones to my knowledge, and I believe they are reliable.

For further evidence that the blue grass *is* a native of Ohio, I will state the fact that my father, George Renick, only a few years since deceased, saw it for the first time in Ohio, growing most luxuriantly on Lancaster prairie early in June, 1797, and afterward the same year in various other places. And then, our earliest pioneers found it here, in some places by the hundreds of acres in one body. Now, if the blue grass is not a native of Ohio, by whom, and when was the seed introduced? Jonathan Renick, Sr., who, early in March, 1797, between starving and freezing, came near leaving his bones on the spot where the City of Columbus now stands, held the opinion that he had one blue grass pasture on Darby creek that was many centuries old. He also held the belief that the older the pasture the better and more productive it became, and that is my own conviction. The idea that blue grass will ever become sod-bound, if properly treated, is, in my opinion, a fallacious one. The fact of its becoming so, is conclusive evidence to me of mismanagement.

CIRCLEVILLE, OHIO, February, 1868. W. R.

[For the Farmer's Chronicle.]

THE PATTON CATTLE AND SHORT-HORNS.

A few days since a friend handed me the United States Commissioner's Agricultural Report, wherein Mr. Lewis F. Allen, of Black Rock, New York, has contributed a long essay on the subject of the first introduction of English and other cattle to the United States, time of importation, different breeds, etc., though chiefly confining his remarks to the Short-horn and Durham breeds, enumerating their characteristic good qualities, etc. Now, although the article alluded to has many misstatements, at least as far as Ohio and Kentucky stock are concerned, yet had it appeared only in one of our agricultural or country newspapers, I probably would not have thus publicly noticed it; but appearing as it does in the United States Report, where it may hereafter be cited as an "historical fact," emanating, as it may be supposed, from no ordinary authority—as Mr. Allen is, I believe, the author of the American Herd Book—I feel unwilling that the reader shall be so far misled as to the real facts of the case without an effort to correct it, if possible, at least in one material point; and to the contesting the truthfulness of that one point, I will confine my remarks, without noticing errors of minor importance.

Mr. Allen asserts, "that from all accounts we have had of the Patton stock, they were *pure short-horns;*" and in another place he gives the essential characteristic qualities that distinguish the short-horn from other breeds—enumerating, among others, that of

early maturity as one. Now, any person at all acquainted with the Patton stock of cattle well knows that their horns were not short, nor did the cattle mature early; but, on the contrary, they were the longest-horned cattle, especially in their earlier days, that were ever bred in this country, the long-horns themselves alone excepted. Indeed, so long and generally clear were their horns, that they were for a long time in vogue for powder-horns, before flasks came into general use; a confirmation of which fact I had for years frequent opportunities of witnessing in passing almost daily through a large tan yard to and from school. And, also, that they were the longest arriving at maturity we ever had. That was their *great fault.* Now, how is it possible to reconcile these direct and palpable contradictions, and still maintain that they were *pure short-horns?* The fact is, the Pattons were no kin whatever to short-horns, further than one different breed is to another.

Before the war of 1812, my father being centrally located as regarded the then cattle country, and Chillicothe being the only town of any note in the Scioto valley, his house was a great resort for cattle men, and in their frequent conversations the subject of the breed as well as the management and all other matters pertaining to cattle often came up, and particularly was the breed discussed on the arrival of the Harrison bull from the East on his way to Kentucky, but detained for a time at my father's, where many persons came to see him; and young as I was, I was an attentive listener to all that was said in my presence, and I well remember that the general conclusion arrived at, or assented to, was, that the Pattons *must* be of the Bakewell breed, as they resembled that breed more than any other they could hear of in England; and I have a rather vague impression that one argument used in support of that opinion was, that the cattle were shipped out of the Severn river, in the South of England. But whether this latter was a well known fact, or only grounded on circumstantial evidence, I am unable to say.

The Harrison bull alluded to was of the Miller importation, but

was conceded to be of the same English origin as the Pattons, and in general conformation closely resembled the Patton stock, though their horns were not so long.

After a while the subject of breed appeared to have lost its interest, and the war coming on, it finally died out, and I have no recollection of its ever having been revived, or former conclusions being contested or denied, until some of our modern writers, apparently ambitious of furnishing (without proper research or investigation, as I think,) "historical facts" for the benefit of the present and future generations, have assumed to class them as *pure short*-horns, which I much doubt (judging from the length of horns of the Pattons of that day) if any of the old cattle men would have had the temerity to have done, without the fear of subjecting themselves to be laughed at for so ludicrous a suggestion.

The short-horns were, I believe, chiefly confined to the North of England, and Bakewell lived in mid-England, and English historians inform us that he made the Liecester stock the basis of his improvement—wholly ignoring the short-horns. The Liecesters were a great improvement on the long-horns. But the knowledge of our early breeders in regard to the English cattle was limited to a few breeds. But now, with all the new lights before us—with the characteristic qualities of all the various breeds of England delineated and described by historians—we find that there is not now, nor has been, any other stock in England so nearly answering to the description of the early Pattons as the Bakewells. But there is yet one other point of resemblance, common to both stocks, of which our early breeders knew nothing as to its existence in the Bakewell, but afterwards found it in the Patton; that is, Bakewell, we are told, did not make early maturity an essential point, but appeared to have been more zealous to obtain fat, in which he appears to have succeeded, but at the expense of the lean; and that was very much the case with the few Pattons that were suffered to arrive at *full* maturity, and there is still another radical point of difference

between the Pattons and short-horns not heretofore noted, which of itself is conclusive evidence that no near relationship has ever existed between the two stocks, and that point is that the calves of the Pattons were very large at birth, often causing serious loss to breeders by the death of many of their fine cows in calving. When it became known that the Durham calves were very small, that fact was highly appreciated by the old breeders, both in Kentucky and Ohio. And so I do not hesitate to say that Mr. Allen labors under a great mistake, when he attempts to class the old Patton stock as *pure short-horns;* and that his assertion to that effect may not hereafter be cited as an uncontested "historical fact," is the reason why I write the article.

While I have pen in hand, permit me to say that I think it would have been as well if Mr. Allen, before berating Youatt for using the Rev. Mr. Berry for authority, to have been assured that he was himself correct. The Rev. Mr. Berry was an early writer on the subject of improved cattle; and Youatt, who, I believe, is esteemed as good authority on live stock in America, as well as in England, appears to have had confidence in Berry, who published a treatise on cattle some thirteen years before Youatt applied to him for assistance, without, I believe, during the intervening time, having the correctness of his statement contested, or certainly Youatt would not have confided in him without some qualification. In conclusion, I would say to Mr. Allen, if this should meet his eye, that I think the "owner of the Scioto river bottom farm of three hundred acres, nealy all in corn," referred to on page 319, must have been somewhat quizzically inclined when he narrated to him (Allen) his experience with another cattle man; though I doubt not that if the transaction had been ante dated some thirty or forty years, a prototype of the latter could have been found. W. R.

Circleville, Ohio, March, 1868.

[For the Farmer's Chronicle.]

THE BEATTY HOG.

I think it was in the year 1811, that my father, being in Baltimore, purchased three pairs of pigs, the produce of a sow that had then quite recently been imported from China. He gave Mr. Henry Vanmeter, of Mad River, in this State, one pair for bringing the others home, and before their arrival, Mr. William Miller, of this county, had coaxed him out of another pair, leaving himself but one pair. These he gave in charge to me, to feed and care for, which I did until the hogs had attained considerable size. These hogs all did well, and perhaps no county ever had a greater acquisition to their stock, or one that resulted in greater benefit to the country at large for the amount of money laid out. Yet, paradoxical as it may seem, the full bloods of themselves were not at all suited to the wants of the country at that time, because they could not travel; and as the great bulk of our hogs had to be sent to Baltimore on foot, they were, of course, unfit for that purpose; but their great value lay in crossing with the common stock of the country—and in that respect they were invaluable—a single cross nearly doubling the value of the old stock, which was, previous to that time, very indifferent. These hogs had very short legs and great bulk of body, and, doubtless, had more weight to their height than any other breed ever in Ohio. The remark was often made that, when very fat, they were highest when laying down—a remark not very far wrong. They were remarkable for their easy keep and for their great increase for amount of food consumed.

Some years previous to the introduction of the China there had been another breed, called the old English, brought into this country. These were the most uncouth looking, and, when feed was dear, the most unprofitable hogs that any country ever possessed. The Chinas and English were the very extremes of all hogs, I presume, ever in the State. The perfect antipodes of each other in every point and particular. The English, when full grown, were nearly the height of a common yearling steer, and perfect corn cribs. No amount of corn would make them fat in any reasonable time. In color white, the Chinas black—though often peculiarly marked with a white list around their bodies, and sometimes the fore part of the hog white and the hind part black, with no intermingling of colors, but black always predominating. And from these two most incongruous breeds Mr. Henry Beatty, who at the time was a tenant on the land of Mr. Miller, who still had the original boar brought from Baltimore, and Mr. Beatty having a full blood English sow, conceived the idea of founding a new breed, which he did in so skillful and judicious a manner as to crown his efforts with complete success; for, undoubtedly, his new breed were the best hogs ever in the Scioto valley, and held their reputation twice or thrice as long as any other breed ever in the country. These hogs had not, in any very marked degree, a single characteristic of either of their progenitors, though in general appearance and character they approached the China much nearer than the English. They were in color beautifully marked with large spots of black and white, with almost lithographic exactness, and there were no false forms, no running back to either ancestor, and such was their uniformity in color and general form that in seeing one hog you could not mistake another.

I have never seen any person who was fully acquainted with the Beatty hog that hesitated to say that they were the most beautiful and the best hogs for profit, in our *common way* of keeping, they ever knew. They were hardy and prolific, and sows good nurses,

and would bear average handling better than any other *good* breed I have ever seen, and there was no deterioration in them while Mr. Beatty lived, which was for some fifteen years after he perfected his breed. We have often had the best breeds that could be heard of in other sections introduced into this country—from the Miami, numerous times; from Kentucky and the East, often—but none of them have been of any marked permanent utility; they were generally too tender, requiring too much care, and sows bad nurses. The second best breed, I think, we ever had here was what was called the Caldwell hogs, but I always thought they had the same origin as the Beatty hogs, only they were less skillfully bred, not having the uniformity of form or color of the Beatty hogs, but on the contrary, were very irregular, both in form and color—often showing in some degree the form of the old English, and strongly the color of the China.

After Mr. Beatty had perfected his breed of hogs he bought a small farm in the immediate neighborhood of where I afterwards resided, and I had frequent opportunities of seeing his hogs, and conversing with him about them. He gave me his manner of procedure in detail, more than once, but I have too far forgotten it to attempt a citation with any confidence. Mr. Beatty also greatly excelled in raising corn; indeed, though almost illiterate, he was a man of no ordinary character. I would give a few examples of the great improvements and weights of these hogs, but fearing they might be considered savoring a little of the fabulous, I will refrain; but, in conclusion, I will venture to give an account of the death of father's Baltimore boar, inasmuch as it occurred in a rather singular manner. Father kept his boar until he was four or five years old; that is, he suffered him to live; he could not keep him anywhere, except in a post and rail enclosure. He would throw down any ordinary worm fence and go where he pleased. He grew to be of immense size. Good judges supposed, if made very fat, he would weigh 750 or 800 pounds net. He would go to town when he

pleased, and not give the road for anybody or anything. There was a slaughter-house and tan-yard on his road to town, and the owners of each had complained to father that his hog had killed all their dogs but one, six in number, five of them large bull dogs. But these were a small comparative number of dogs he had killed or maimed. At last a plan was laid to get clear of him, and have some fun, too. From the first settlement of Chillicothe there had been a sporting club which, every year up to the time of the following transaction, had a bear trained to have a bear and dog fight. But this year they had failed in getting a bear, but was determined not to be cut out of the fight, so they had it planned before hand for some of them to keep a watch, and the first time Renick's boar came to town the watchers must notify the club, and as all was ready, they could commence their sport without delay. So, agreeable to arrangement, the fight came off—the boar and 30 dogs. But in a very short time the boar had laid out six dead dogs, besides quite a number badly wounded, and one of the principals of the party, Harry McAllister, told me afterwards, that "if the men had not turned in and helped the dogs, the boar would have killed every d—d dog." I told him I thought the more dogs they put on him at once the faster he would kill. He said, "that is a fact, they were in each other's way." He then went on to tell me how expert the hog was in killing dogs, and said, "they never had a bear half so well trained." This hog's tusks were of enormous size and length, and his hide the next thing to that of the rhinoceros. W. R.

Circleville, Ohio, March, 1868.

[For the Farmer's Chronicle.]

EARLY CATTLE TRADE IN OHIO AND KENTUCKY.

REMINISCENCES AND RECOLLECTIONS.

From the year 1821 to 1825, both inclusive, I was almost constantly engaged in buying stock or stores and selling fat cattle for my father; and besides buying collected lots, I picked up, as the drover's term is, that is, bought one, two, three, or half dozen in a place, from two hundred to three hundred head each and every year, and my range of purchase was not limited to one locality by any means, but extended from the fortieth degree north latitude in Ohio southwardly to Green river in Kentucky, and my motive for writing this article is to give a very brief descriptive sketch of the various breeds of native, as well as improved cattle, as they were in this range of territory in 1825; and to make the matter more intelligible, I must necessarily divide the above region of country into several different sections, for in each of these sections or districts the native stock, where no effort had been made at improvement, assimilated or possessed characteristic qualities peculiar to itself, and dissimilar from the other sections.

I will begin with the so-called Hocking, or Hill cattle. This district extended from the eastern margin of the Scioto valley indefinitely eastward. These cattle were hardy, healthy and compact, but too small, and without room enough for improvement for profit, and were rarely dealt in by the regular feeder.

The next I will describe were the Adams and Highland county

cattle, with the adjacent territories of surrounding counties. These were known by the general name of Brush creek cattle, and were a little larger than the Hocking, also healthy, hardy and easily fatted, and their general good qualities almost made up for their inferior size.

Then in Fayette, Madison, and parts of Clarke and Champaign were to be found the stock that was known by the general name of Barren cattle. These were much larger than the Brush creek, but their general qualities not nearly so good. They were looser made, harder to fatten, and very subject to disease. Indeed, their better size was almost their only recommendation. The traders in that stock themselves counted on a loss of from three to five per cent. per annum by murrain. But to show the reader that the loss, sometimes at least, was much greater, I will state the fact that in May, 1826, I bought sixty-three head, three miles east of Washington C. H., and a month later, fifty-one head four miles northwest of Mt. Sterling, making one hundred and fourteen head in all, and on the 20th of April, 1827, I had but the even one hundred to sell, fourteen having died, all by the murrain, Yet these cattle were grazed the whole season after I bought them, on one of the very best blue grass pastures in Ohio, but they continued to die up to within ten days of the time I delivered them.

The next and last districts in Ohio to describe is the Scioto valley counties, where there was such a mixture and commingling of all sorts, from the common scrub to the full blood Patton, as to render them utterly indescribable. I will therefore pass into Kentucky, beginning with the Green river cattle, which were a hardy, healthy, well-doing stock, but most too small for profit, and not otherwise very attractive, yet might be called barely passable cattle for that time. Then there was the south side Kentucky river native cattle that were a little larger than the Green river, and otherwise better cattle; but in this district a large portion of the cattle were more or less tinctured with the Patton, which greatly improves the stock in the aggregate, though I never saw any full bloods there. The

Pattons were introduced to the south side at an early day by Gen. Adair, Mr. Thompson, Mr. Haggin and others; hence the intermixture.

The north side district was composed of the counties of Woodford and Jessamine principally, where the native was almost unalloyed by any foreign blood, and they were decidedly the best native cattle I have ever seen anywhere. Hardy, healthy, fair-sized, well-doing, salable cattle. In Mason and Fleming, with adjoining territory, they had a pretty fair stock of native cattle, with quite a considerable mixture with the Patton, making their cattle in the aggregate quite a good stock.

I now come to the only remaining and most important district, on which I must necessarily dwell at greater length. This was composed of the counties of Fayette and Bourbon, with a large part of Clark and Scott counties. Here was the headquarters of improvement in the Western country. Here they had, in 1825, a collection of different, well defined breeds, nowhere else to be found, I presume, in this or any other country, for the size of territory. Here could be found the full blood Patton, the full blood Long-horn, the Short-horn, Hereford and Native, with all their crosses and re-crosses, which, with the practice of indiscriminate breeding that followed the general discrediting of the long-horns, which had even then began and continued for years, produced a breed of cattle to be found in no other country or clime. They were very large and a very fine appearing cattle, and had their shamble qualities been good, they would have been very profitable to the breeder, feeder, butcher, and all concerned; but the fact being otherwise, they were very unsalable in the Eastern markets, and nicknamed by the butchers there "red horses;" and it is only within a few years that the Kentucky cattle have recovered from the odious character given them in the Eastern market by that stock. Not longer ago than ten years the same cattle would command from twenty-five to fifty cents per hundred more if they

could be passed off for Ohio rather than Kentucky stock—and this has often been resorted to by the drovers.

As a further evidence of the general discredit of the Kentucky stock, I will state a circumstance that occurred with myself in Boston. The first lot of *improved* Durhams that were ever sent to an Eastern market from the West I sold myself, in Brighton, in 1842—twenty-four head—belonging to my father. On my arrival at Brighton I called on Mr. Bennett, a butcher at that time doing the largest business in his line of any other in the United States, killing forty-five or fifty large cattle per week in the warmest summer weather, and from one hundred to one hundred and fifty per week during the balance of the year. I told him that I had twenty-four very fine Durham cattle I wished to sell him. He replied that I "had better not call them Durhams, or I might find them rather hard to sell, as the Durhams were in bad credit in that market." I told him that I did not think there had ever been any of the improved Durhams in that market, and asked him if he called a certain twelve head, that came from New York the week before, Durhams. He said, "Yes." Then, I said to him, it was evident that he did not know what the Durham was. We called such cattle Kentucky red horses, the worst kind of butcher's cattle. He said, "that was a fact, they were the worst." But when he saw my cattle he admitted he never before had seen anything like them. And after he had slaughtered the ten head I sold him, he told me they were the best and most profitable he had ever killed; remarking that their hides were so thin, and their rough fat so drifted away, that to get near as good quality of beef from Connecticut river (where they obtain their best cattle) he would have to buy nearly double the quantity of hide and rough fat, on which there was a dead loss to him of one cent per pound, making sixty to seventy-five dollars per week. And he afterwards told me that he had kept one side of one of those animals in his ice house for two weeks, and had then reserved a part of it for his own use, and better

beef than that was he had never tasted. Those cattle were half blood Durham and half Patton generally; though some of the Pattons had a cross with the Kentucky short-horn, of the importation of 1817, and one or two of them nearly or quite full blood of that stock—I mean the ancestors of those cattle.

I have often been asked why it was that the blooded cattle did not spread or become so general in Ohio as in Kentucky. My answer is, that the cattle region in Kentucky being somewhat remote from a commercial point, together with excessive bad roads, and more than all, their people being in possession of an incomparable fine soil for the growth of grass, which, with the help of their slaves, was easily prepared for that purpose without much expense, only a partial denuding of its heavy timber being required, it followed as a natural sequence that the breeding and raising of cattle presented the best and most available source of profit to be derived from their lands. Consequently it was their best policy to procure and foster the best breeds.

In Ohio the matter was entirely different. Our lands were not generally nearly so well adapted to grass, and the cost of subduing them was greatly more; and our pursuits were more diversified, the irregularity of quality of our soil necessarily making them so. And besides the impression that generally prevailed among the people there, was the self-same doctrine that the New York Tribune has inculcated within the last four months, viz.: "That it is useless to have blooded cattle without you can give them extra feed," and although I had supposed this to be a long ago exploded idea, but if such an axiom can be taught at this late day by a prominent paper professing so much solicitude for the farmer's best interest, surely our earlier settlers had a comparative well-grounded objection to blooded cattle, when the Hill man would say the blooded cattle require better keep than we can give them, our only pasture during summer time being the timber range; and the Barren man would say, Our cattle are so subject to the murrain, and as the blooded

cattle require better keep than we usually give our cattle, they (the blooded cattle) would be sure to be the first to die. But I have so often witnessed the refutation of the above theory that I unhesitatingly assert that, with the old Patton stock to cross with, whether in the hills or the valleys, "blood would tell," no matter how the cattle were kept. W. R.

Circleville, April, 1868.

[For the Farmer's Chronicle.]

INTRODUCTION OF THOROUGHBRED CATTLE INTO OHIO.

Although "Buckeye's" strictures on friend Klippart's remarks in relation to the comparative excellence of our best improved cattle of the present day, with those imported by the Ohio Live Stock Importing Company, may not be entirely groundless, yet when "Buckeye" assumes that the importers of those cattle were cattle feeders rather than breeders, he is slightly mistaken. The original subscription list of that company contained the names, I think, of forty-four men, though some half-dozen of them never paid up their installments, and their names were stricken from the list. Then there were a few subscribers who were not cattlemen, nor even farmers, but were friendly to any project of improvement that could present even a probable show of success, aside from those I imagine the names of but few men could have been found on that list who would not have considered their vocation misrepresented in not being classed as cattle-*breeders* as well as feeders, though many of those were such, only in a small way; yet they took pleasure in that branch of their business and gave it their time and attention, for a time at least. It was not wholly because the stock did not fall into

proper hands that we have not now a larger increase of pure bloods of that stock, but there were other causes that contributed to that result; the chief among them, perhaps, was the great and disastrous revulsion of 1837, that reduced the price of all live stock to so low a point as to make them hardly worth caring for.

It is pretty generally known, I believe, that the stock in that company proved in the end highly remunerative to stockholders, but the difficulties attending its organization may not be so well known, and a few words on the subject may not be out of place here. Therefore, I will say that it was not by any means considered a speculative scheme, but, on the contrary, it was deemed of too chimerical a character, for safe investment, or to risk much money in, and it was with great difficulty that the desired amount, $10,000, was finally raised, and that was only accomplished by a majority of the stockholders doubling the amount of their original subscriptions, and admitting a few Kentuckians as stockholders. None but ardent friends of improvement would take any stock. As an example of the views then generally held of the enterprise, I will narrate a little anecdote about one of the stockholders, Mr. Lynne Starling, of Columbus, who, at the instance of Mr. Felix Renick (who was an intimate personal friend of Starling's), was induced to take one share, $100, and after the closing of the company's business, Mr. Renick called on Starling to pay him the proceeds of his share, and after counting out the money to him, Starling exclaimed: What! what does all this mean? Mr. Renick asked him if he did not remember taking and paying for one share of stock in the Ohio Importing Company. Starling had forgotten it, but finally said, what of that? he had subscribed for said stock solely because he (Mr. Renick) had requested him to do so, but that he had never expected to have one dollar principal or interest returned, and concluded, "you have counted me out $300, making it the most productive stock I ever owned."

There was a great difference in the quality of the individual

animals of that importation. Some of them were undoubtedly of the best stock then in England. Then again there were some that were known not to be thorough-bred improved Durham, and others that were called full-blood that had no other recommendation about them that would *now* specially attract the attention of our best breeders, and doubtless there are many better cattle in Ohio to-day than a majority of that stock. But there were some among them, I imagine, would be hard to beat, even now, here or elsewhere.

SCIOTO.

[For the Ohio State Journal, Nov. 25th, 1869.]

REVENUE TARIFF.

Inasmuch as the *Ohio State Journal* has lately seen fit to change its life-long policy in regard to a protective tariff, will you not allow an old subscriber, who has *not changed*, a small space in your columns to express his regret that a journal that he has patronized for more than forty years, should now think it had become necessary, for the promotion of the best interests of our common country, to set aside all its former teachings, and this too, just as our protective policy is having its full effect in the hitherto unprecedented increase and enlargement of our manufactories of all kinds all over the country, North, South, East and West—the protectionists' orignal desire and aim—and give my reasons why I cannot concur with you in opinion?

We have had two revenue tariffs before, and what has been their effect? I will answer by giving my own opinion: that the sliding scale tariff of 1833, which began to show its evil effects in 1836, in combination with President Jackson's veto of the United States Bank, was the prime, if not the sole cause, of the disastrous

revulsion of 1837. A gentleman, who was one of the five advisors of the Governor of Massachusetts, told me in 1842 that the people of New England could have withstood the veto, but the reduction of the tariff was too much for them, and the consequence was that nearly all the smaller manufactories were then standing still; and, chiefly from the loss of that custom in and around Boston, it required less than two-thirds the number of cattle to supply Brighton market that it did five years before. But the protective tariff of 1842 enlivened every thing, and we were going ahead swimmingly, until we were again overtaken by another revenue tariff in 1846, that shut up, in one year, by *actual count*, ninety-six iron furnaces, forges, rolling mills and other manufactories of iron, in Pennsylvania alone; and in all probability many of them would have remained closed (at least until the extraordinary demands for iron for railroad and other purposes, some five or six years later, revived the price, until at one time pig iron commanded even a higher price in gold than now in currency) had it not been for the starvation in Ireland, which opened a market for our breadstuffs hitherto unprecedented, and which was closely followed by the discovery of gold in California. These combined kept off the bad effects of the latter tariff from being fully realized, which otherwise would undoubtedly have been seriously felt. But our manufactories *generally*, from '47 to '61, were in a languid condition, or at least they did not keep pace in improvement with the increase of population; until in 1861 every branch, almost, was at a very low ebb. But what a gratifying change has taken place under our present tariff. And I conscientiously believe it has been the main pillar of support, and the continuance of prosperous times since the war, by encouraging and building up our manufactories, and they in their turn diffusing life and activity into almost every other branch of business.

But let us see for a moment what good reason consumers generally have seriously to complain of the present tariff, at least in regard to some of the leading articles of manufacture. Nearly all woolen

fabrics, I believe, are now selling about as low, counting gold at 133, as in 1860, under the so-called revenue tariff of '46, notwithstanding the duty imposed upon wool in 1867—and the same remark will apply to most cotton goods, if we take into consideration the advanced price of raw cotton, with which the tariff has had nothing to do, as you know. Salt sold a short time ago at about the same gold price as the average before the war. Coal sold in New York, one year ago, at about the same, but other influences have materially raised the price this year; and how can the present high price of lumber be wholly ascribed to the duty? Can a duty of 23 per cent. raise the price of an article from 50 to 100 per cent.? The duty on pig iron is probably too high, though it is less than from '16 to '32, and the same as from 1842 to 1846. But, like lumber, the present high price cannot be imputed to the duty alone; the active demand and other influences have kept up the price of that article also.

But some prominent newspapers advocate the reduction, or rather repeal of duty on iron, that we may build iron ships, that are fast superceding wooden vessels for ocean navigation. Will such papers explain by what process, known outside of Wall street, that we, with iron (even without any duty whatever) and skilled labor, *both* at least from 25 to 33 per cent. dearer, can compete successfully with Glasgow, Scotland; and other English shipyards? And there, too, where the vessel is built, they have neither duty nor freight for transit of material across the ocean, to pay. If we build with England iron we have not only the frieght, but whatever duty, whether protective or revenue, that may be assessed, to pay. Doubtless there are many articles, the duties on which can be reduced, some of them materially, with great advantage to manufacturers, as well as to the country at large. And this is, I believe, what the so-called revenue advocates claim, at least in part. If so, why adopt an odious misnomer—Free Trade—which is calculated to repel, rather than allure converts to their professed doctrine, and their apparent affiliation with the New York Free Trade League will not help their

cause. But some favor a reduction of the tariff for the purpose of *increasing* the revenue, which implies, of course, largely increased imports. Now I have heretofore regarded heavy or excessive imports to be the bane of our country. It appears to me that one hundred millions of dollars per annum, including smuggling and fraudulent invoices, in exchange against us now, as quite enough in all conscience, without any further addition.

No doubt some interests are seriously adversely affected by the present tariff (and perhaps none much more so than the publishers of newspapers). Therefore if it can be so modified as not to materially increase imports, nor largely reduce revenue, and without paralyzing, or impeding the rapid growth of our manufactories, then I say, go ahead, I am content.

The assertions of Mr. Perry or Brinkerhoff, or both, that the English laborer can lay up more money from his week's wages than the American is able to do, needs confirmation. We know that the English skilled laborer does not receive by one-third as much, and the German and Swede not much over one-half as much as the American receives; and if they are enabled to lay up more, or nearly as much, as the American is able to do, it is by their more frugal and economical manner of living. And the assertion of Mr. Perry that the cost of raising wheat in this country is *doubled* in consequence of the high rates of duty assessed on iron, is so exaggerated and ridiculous as to refute itself.

I think Mr. Perry, rather unfortunately for his cause, cited England as an example for us to follow. Now even if the situation of the two countries was analagous, which it is not, a policy that may suit England, with her teeming population, and consequent low wages for her laborers—a country that can no longer *bread* herself—presents no criterion for a young and unprecedently growing country to be governed by. But on the contrary, to find a market for her *surplus* breadstuffs, and numerous other productions of her soil, vast in extent as it is, should be her controlling policy, and so far as

cereals and their products are concerned, her home market is worth to her more than that of all the world beside; and the more manufactories we have the greater the home market. Therefore we should leave no stone unturned to encourage, build up, and foster our manufacturers, for therein our country's vitality lies—through them her progressive life's blood flows. W. R.

CIRCLEVILLE, OHIO.

[For the Cincinnati Times-Chronicle, 1870.]

IS THERE A PIG IRON "MONOPOLY?"

It appears that the editor of the Cincinnati *Gazette*, in his violent denunciations of the protective tariff system, does not scruple to employ any demagogical term that may serve his purpose for the time being. For instance, he says the present tariff confers a *monopoly* on the manufacturers of pig iron. Monopoly, forsooth! The word should be stricken from our vocabulary, to prevent its use by demagogues. It has no real application, and can have none, in this free land of energy and enterprise; unless, indeed, by a strained construction, the granting of patent rights for short periods can be so termed. But even granting for a moment such an absurdity to have an existence, how long could it last, when the *Gazette's* correspondent, J. H. C., who is a pig iron man, tells the editor that seventy-five new furnaces will go into operation within the year, and Greeley says one hundred?

But with what grace can the editor make such a charge at the present time, when the same correspondent shows him, as plain as figures can make it, that the price of pig iron was actually *one dollar per ton higher*, on an average, for five years—from 1852 to 1856, both inclusive—counting gold at 133 (the editor himself

usually counts it at 140), *than for the past five years?* Comparing the four years prior to 1855 with the last four years, the average per ton was four dollars higher during the former period. Is it possible that his favorite revenue tariff also conferred a monopoly? It was the only one in existence then. NIL.

CIRCLEVILLE, OHIO.

[For the Cincinnati Times-Chronicle, 1870.]

"REVENUE REFORM" AND LOW WAGES.

AIM OF BRITISH AND AMERICAN FREE TRADERS.

Has it not often struck you as a most singular, and at the same time a most significant coincidence, that the English Free Traders and the American Free Traders, or Revenue Reform men, as they style themselves, should so harmoniously harp on the self-same string? Are the best interests of the two countries so identical? Can it be that a measure enacted for the best interests of our own country will also prove conducive to the best interests of a *competing* country? Instance the life and activity infused into the pig iron business in England by the vote in the United States House of Representatives last winter, reducing the duty on that article from $9 to $5 per ton. Or rather does it not appear to the uninitiated an inexplicable paradox? But are the interests of the two naturally antagonistic parties precisely the same? Let us see: The Englishman's desire is to have all American protection removed, and when that is done his whole object is attained; all he wants is to have our doors thrown wide open to let him in without restraint. But this is only the beginning of the American Free Traders' design. The

result following the reduction is what he is after, which he well knows is as certain as that the sun will shine again. And what is that result? Simply a reduction of the price now paid for all manual labor. Evidently that is the prime motive. Little by little it has been made apparent to the more than casual observer. Let me give a single illustration: One of the chief arguments of the American Tariff Reformer is that the "iniquitous" tariff has destroyed ship building. Let us see how that is. It is asserted that the building of a vessel in this country, in consequence of the *duties imposed upon the material*, costs from 25 to 33⅓ per cent. more than it ought, to enable us to compete successfully with other countries. And the *Gazette* says the labor performed in the construction of wooden vessels is two-thirds the cost of the vessel (probably a fair estimate). Now suppose a vessel is ordered to be built, which under present circumstances will cost $60,000, but ought not to cost, by the lowest estimate—say one-fourth or 25 per cent. off—but $45,000, in order to compete with foreign builders. Now, according to the *Gazette*, $40,000, or two-thirds the cost, would be charged to labor, leaving $20,000 for material; and were *all the duties entirely removed*, there would be a saving of 20 per cent. on the wood part of the material, which is by far the greater part, and about 35 per cent. on the iron, and 35 to 50 per cent. on other material used, or say about 25 per cent. on the whole $20,000, which would reduce the cost $5,000, making the vessel cost $55,000, but which, even with the *abolition of all duties*, and without *any revenue* to the Government (they are sticklers for revenue, you know), would still be $10,000—too much to compete successfully with foreigners. But to be on the safe side, call it $9,000. Now how is this $9,000 to be saved? Every intelligent Free Trader or Reformer knows how it is to be done. He knows full well there is but one inevitable way, and that simply by a reduction of all laborers' wages, so as to conform somewhat to the prices paid by our foreign rivals. This is the long and the short of it.

The Reformers grievously lament the miserable policy that forces us to purchase a few millions of dollars' worth of shipping of the foreigner, if we can not, chiefly on account of the ruling high price of labor, build vessels of our own. Herein they charge that the tariff *discourages* American industry. But circumstances alter cases hugely, with them. Instance their dissatisfaction at the insignificant amount of only $44,000,000 worth of wool and woolen goods being imported annually. It is not enough. The "iniquitous" tariff restricts it. Our home manufacturers and wool-growers have not competition enough with that small amount. And then thirty-two millions of iron is a mere bagatelle. It converts the whole batch of our iron-mongers into "monopolists." We can raise the cotton and send it to Europe to be manufactured for us, but the great lament is that the return of only twenty-four millions annually is not enough to draw the cords tight enough on our home manufactories. The "iniquitous" tariff restricts importations of cotton goods, as well as those of wool and iron. So, also, it will only allow us to have fourteen millions of foreign hides and skins, or nine or ten millions of wood and wooden manufactures. Now why not, to accommodate these Reformers, reduce the duties one-half, and *import double?* Government would get about the same revenue, and we could kill three birds with one stone—we could find a foreign market for about 150 millions of bonds per annum, or their equivalent in our surplus gold annually, we would put an end to all monopolies in the way of manufacturers, and it would prove an effectual stopper to the arrogance of our laboring men and mechanics in longer demanding present prices for their labor. This sham pretense of materially reducing prices wholly and alone, or even chiefly, by the reduction of duties, without interference with the price of labor, is too manifestly absurd, when properly considered, to delude even the most superficial observer.

NIL.

Circleville, Ohio.

[For the Cincinnati Times-Chronicle, 1870.]

FREE TRADERS AND THEIR ORGANS.

The Free Traders and Reformers, one and all, I believe, with one accord, express deep solicitude for the laboring man's best welfare, and even the poor farmer occasionally is made a recipient of their sympathies. The *Gazette* deplores the "wretched system" (Protective Tariff) that forces the laboring man to pay, under "Gen. Schenck's perfected plan," from 100 to 150 per cent. more for the cottons and woolens that cover his body, or 140 per cent. more for his blanket, than he otherwise would do, and the *Commercial* characterizes it as simply monstrous and extortionate. Now all these charges are made in the face of the fact that every article, I believe, in the whole catalogue of products of our manufactories or other industries has receded in price since the war materially—most of them largely—and some of the more prominent have gone back almost, if not quite, to ante-war gold prices. Yet these papers have not been reduced in price to their country subscribers one penny, but the maximum war prices are still demanded, evincing the fact that there is no pig-iron furnace in the land that can at all compare with either of them as a monopolist, nor, indeed, can any other manufactory of any kind whatever. Yet I have heard no one complain of the present prices of those papers. The greater number of well-meaning men, I believe, subscribe to the old maxim: "Live and let live." But what makes the matter *so ludicrous* is the seemingly intense eagerness of those papers for reform, and to force a *further* general reduction of prices, *without including themselves*—"leaving themselves out in the cold." Strange, isn't it?

But not content with their own efforts to annihilate the "inquitous" thing, they must applaud and eulogize the astute Professor Perry in his attempts to outrival Munchausen himself. Instance Perry's assertion, that in consequence of the duties imposed by the present tariff on iron and lumber, the cost to the farmer of raising his wheat is *doubled*, and other statements of like character, including some of his own grievances in the matter of his coat costing thirty-five dollars, whereas the Englishman's coat, just like his, cost but *ten dollars*. That was a happy thought of one of Perry's audience to inquire how much the English tailor received for making that ten-dollar coat. Such gross and unwarrantable exaggerations, spiced with glittering generalities, sophisms and calling invidious names, enter quite too largely into reform arguments generally. If their cause is a just one, it appears to me that the facts, and facts only, supported by figures and statistics, would be far more effective and better appreciated by an intelligent public.

But I would advise the laboring man, whether Republican or Democrat, not to place too implicit reliance in every statement he may see in the newspapers, or hear from the rostrum of a Professor, for some of them are interested, by hire or otherwise. But much the better way would be for him to exercise a little thought and consideration, and examine into the matter himself. Let him inquire into the present price of ordinary blankets, common cloths, cotton, picks or shovels, and then ascertain, if he does not know himself, or cannot remember, the price paid for these same articles ten years ago, when a purely revenue tariff ruled the land; and also ascertain the prices then paid for labor, and compare them with present prices, and see if the *advanced* price he now receives for a single day will not pay, or more than pay, for advanced price on his blanket, or on the ordinary cloth for his coat, or for his pick or his shovel, and so with each separate article of his wardrobe or common tools; and draw his own conclusions whether in the end he is not

largely the gainer by the present state of affairs, notwithstanding the endeavors of the Reformers to impress upon his mind the preposterous and absurd idea that the present tariff seriously oppresses him. The truth is that the general prosperity of the country and its labor is so intimately blended that it is impossible for the country to flourish while labor is oppressed; nor can labor be depressed under a flourishing state of the country.

Every laboring man, of whatever station or degree, can, without a moment's hesitation, have an idea what effect the introduction of an abundance of Chinese labor would have on his interest, yet it would take a long time to introduce enough of that kind of labor to have a very serious general effect. But a material reduction of the duties now imposed on imports would have an equally bad effect, and that almost instantaneously, by admitting a flood of goods, made by low-priced foreign labor, to come in competition with manufactures of like character made by our own labor, that now commands nearly or quite double that of the European.

Since 1828 we have had five changes of the tariff—three on the principle of protection, and two revenue. Under the former our country has at all times, without exception, enjoyed a high degree of prosperity, without a financial revulsion, or even a serious or lengthened depression of times; labor at all times found abundant employment at good prices; and although the prices paid for labor was good at the commencement of both revenues, after a time it retrograded and declined to *the very end*, as a reference to prices of 1841 and '42 and 1860 and '61 will incontestibly prove, and the same remarks will apply with equal force to almost all kinds of manufactures and farm products as well; and furthermore, it was under these revenue tariffs that our financial revulsions and lengthened depression of times have occurred—and, situated as we are, occurred as a matter of course—an inevitable sequence—an attendant upon all revenue tariffs, because of the excessive and endless drain of coin they occasion. I do not believe that a revenue incidental tariff

would be much preferable to a pure revenue one. I regard it about as hard to define as General Jackson's *judicious* tariff; and as I believe it to be understood by some, at least, of the Reformers, I would characterize it as a plausible delusion—the more dangerous by reason of its plausibility, because it will not, *at all times*, afford protection enough to prevent an overflow of foreign fabrics. Next to protection, our manufactories and labor of all kinds need stability; and stability, in my opinion, they cannot have under incidental protection, because, upon the occurrence of every European financial revulsion, or serious depression of times, or upon every European overstock of goods, our country will be flooded with their wares—breaking down prices, closing many of our manufactories, and bringing ruin on others: consequently throwing out of employment large numbers of workmen and reducing the wages of those retained, and finally entailing a widespread, serious derangement, if not general embarrassment, upon the business of the country. W. R.

Circleville, Ohio.

[For the Herald and Union, 1870.]

LOGAN'S TREE.

Inasmuch as Mr. G. P. Stevenson is now engaged in the construction of a map of Pickaway county, and wishes to designate thereon the spot where Logan delivered his famous speech; and as there has been some discussion in relation to its locality, I have thought it not out of place to give a short history of those days as laid down by the most reliable historical authors. The most reliable version, I believe, is that in 1774 the English Government instructed Lord Dunmore, who was then Governor of Virginia, to raise a sufficient force and proceed to the Indian settlements Northwest of the Ohio river, and chastise them for some of their atrocities. This was the ostensible reason, but it was surmised by many of our statesmen of that day to be a pretense—the real reason being to conciliate the Indians by treaties, so as to use them as auxiliaries in the approaching rebellion, which was then brewing, to harass the back settlements of the whites. Dunmore did as directed, and divided his army into two divisions, giving the command of the left wing, or southern part, to Colonel Lewis: he himself commanded the main division. Lewis was met at the mouth of the Great Kanawha by the Indians under the command of the celebrated Indian warrior Cornstalk, and who were in large force, collected from all the interior of Ohio, as far north as Sandusky; and where Mount Pleasant now stands was fought perhaps the severest and bloodiest battle ever fought on this continent, north of Mexico—where one side was composed wholly of Indians and the other of whites. As to numbers, the two armies were about equal, and at first Lewis contemplated a decisive, if not

an easy victory, but was soon astonished at the way Cornstalk handled his men, and as soon found he had his equal, at least, in strategy, to deal with. The battle lasted all of one day—a drawn battle—both armies retiring from the battlefield. During the night the Indians re-crossed the Ohio, but Lewis was in no condition to follow; indeed he was compelled to lay there several weeks to recruit his army.

In the meantime, Dunmore had crossed the Ohio at the mouth of the Little Kanawha, and proceeded on his way to the Indian towns in Pickaway Plains, arriving and camping at a spot which he named Camp Charlotte, on the Winship and Gill land, arriving there shortly after the Indians had returned to the Plains, from the battle with Lewis, and immediately commenced to treat with them. But before a treaty was concluded, one of Dunmore's scouts reported Lewis advancing and would not stop, as the scout, by Dunmore's directions, had requested him to do. Dunmore then sent an officer of high rank to Lewis with peremptory orders to halt. This officer met Lewis as he was about to encamp for the night, at a point on the George Wolf land, but Lewis refused to halt, telling the officer that he would be in the Indian towns before daylight the next morning. The officer so reported to Dunmore, who immediately disguised himself and started in the night to meet Lewis, which he did at about three o'clock in the morning, at which time Lewis had already advanced about one mile on his way from his encampment. Dunmore threatened Lewis with arrest if he did not forthwith obey orders, and Lewis had to submit. In treating with the Indians, Dunmore asked why Logan was not present, and was told that Logan would not come. Dunmore then sent an officer and interpreter, John Gibson by name, after Logan to Chillicothe (Westfall) where he lived. The officer found him sitting on a log in front of his cabin. He arose and made his obeisance to the officer, who invited him over to see Dunmore and take part in the treaty. Logan refused, and it was *then* and *there* that he made his celebrated speech.

On the last executed map of Pickaway county, we have the picture of a tree, entitled the "Logan Elm," on the farm of Major John Boggs, with the following inscription: "Standing on the bank of Congo, near where Lord Dunmore met Col. Lewis on his march to attack the Indians at Westfall, and supposed to be the tree under which Logan, the friend of the white man, made his celebrated speech in 1774." Now I think it extremely doubtful whether Logan ever saw the tree, or was ever in the immediate neighborhood, because he had not long resided north of the Ohio river. He lived in Virginia until after the massacre of his entire family by Colonel Cresap, a few years before Dunmore's expedition; and at the time of that campaign he lived at Westfall, only having arrived there the Spring before and left for the North late in the Fall of the same year, there mourning in silent inaction the "shedding of the last drop of Logan's blood that coursed through the veins of a human being." And the only grounds upon which the past and present notoriety of that elm can be maintained, is the fact that Dunmore met Lewis about one mile from Lewis' encampment of the previous night, or rather the same night, as that night's mantle that overspread the land with darkness and gloom had not yet been lifted, and the distance to the tree accords therewith. But this locality and its near surroundings was a heavily wooded section of the country, and that fact alone is quite sufficient to expose the ficticious character of the claim that it was under that particular elm tree that Logan delivered his celebrated speech. And besides, historical accounts do not make mention of any particular tree. But that it does stand in near proximity to the point where Dunmore arrested the further advance of Lewis, can hardly be questioned, and for that reason it should be preserved as a memorial to that eventful act on the part of Dunmore that saved the Indians from massacre, and himself and army from the imputation of treachery. And when that is said, all is said, in relation to any bearing whatever that that tree ever had with Dunmore's campaign.

I think it was in 1837 that an attempt was made at Chillicothe to get up a subscription to *erect a monument to the memory of Logan, at Westfall*, where he lived at the time of Dunmore's expedition, and where he made his celebrated speech; as, I believe, all old historical accounts affirm, and no person, so far as I know, up to that time, had ever doubted that fact. Many of our old pioneers were then still living, among them my uncle, Felix Renick, who was accounted the best posted man in Indian history that there was in this part of the country, and he took an active part in the effort to raise a fund sufficient to erect a respectable monument, but the time being on the eve of the great financial revulsion, it failed. The last time I saw the subscription paper for the erection of the monument, some $300 or $400 had been subscribed, my own subscription being $50, and all the ground necessary, the spot having been designated, and I owned the land. I lived within one and a half miles of that tree for twenty-four years, and to the best of my recollection, I never heard the opinion advanced that Logan made his speech at that point, much less that the treaty (as has been quite lately claimed) was also made under that tree, which tree stood in the woods, two miles out of the direct course between Camp Charlotte and the Indian towns. Evidently this whole claim is a bold and persistent attempt to pervert all historical accounts merely to give notoriety to that particular tree.

Apropos to this subject I will say, the earlier settlers supposed Lewis' camp to be Camp Charlotte, until Judge Thomas Barr visited Pennsylvania some years after, when Barr, in conversation with his uncle, Williamson, who was in Dunmore's army, could not agree as to the locality of Camp Charlotte. Barr insisted that it was situated west of the creek, and the water of the creek run north; Williamson told him that its location was on the north side of the creek, and the water run a southwesterly direction. Williamson also told Barr that a small mulberry tree grew very near the spring, one limb of which the soldiers had cut short to hang their canteens or drinking vessels; and he also told him that he, Williamson, had,

at so many paces from the spring, and such a course, girdled some trees with his tomahawk, hoping thereby to obtain a pre-emption right to the land at some future day. Barr, on his return home, being convinced that Camp Charlotte was located on Scippo creek, instead of Congo, followed up the former stream until he found the spring and mulberry tree, with even the cut limb still on it, though dried up and ready to fall off. He also found the cleared spot at the proper distance and course laid down by Williamson, but not a vestige of the girdled trees remained. All this Judge Barr in effect gave in evidence in court some years later, in the case of McArthur against Joliff's assigns, when McArthur attempted to remove the Joliff survey up the river to cover the Sullivant farm, at Franklinton; and the Judge made the same statement to me personally more than once. John Joliff was a private in Dunmore's army, and while the army lay encamped at Camp Charlotte, Joliff discovered this splendid tract of land over the river opposite this city, and made thereon *the first survey every made in what is now Ohio*, and probably the best one, considering its size (4,000 acres), at least, in regard to quality of soil. It was made *without compass or chain*, and so accurately and adroitly was it done and bound, that none of the numerous land sharks, as they were called, could ever move it or invalidate the title without first moving the location of Camp Charlotte, which they tried in vain to do. W. R.

CIRCLEVILLE, OHIO.

[For the Herald and Union, 1871.]

HARD TIMES IN THE EARLY DAYS.

"More Anon," in his reminiscence in last week's paper, of the early days of this valley, is not strictly correct, either in regard to dates or prices. He says, "from 1815 to 1825 was truly the era of hard times in Pickaway, and other counties." Now the "hard times" did not begin to have a general, serious effect till about the close of 1817. In the Fall of 1815, $6.50, net, was the current price for fat hogs, and not much less, if any, in the Fall of 1816. And laborers' wages were, throughout 1815, 1816 and 1817, about $15 or $16 per month and board. These figures do not infer hard times. In the Spring of 1817, my uncle, Felix Renick, sent a drove of 100 fat cattle to Philadelphia market that were sold for $134 per head on an average; 60 of the best sold for $160 per head, and only one steer selling as low as $109. But these were the best 100 cattle, in one lot, that any market in the United States, or probably elsewhere, ever to this day received. They were sold for about $11 per cwt., net. Good farms in the neighborhood of Chillicothe were worth $60 per acre. In the Spring of 1816, my father was offered $65 per acre for his home farm, including the hill land. And here I will remark that in 1816 there was 100 new roofs put on in the town of Chillicothe; they were not all put on new houses, but far the greater part were. About 1815 or 1816, a large tract of land just below our town, including G. W. Gregg's farm, W. B. Marfield's, and part of the Ludwig farm, was sold for $30 per acre, and again, I think, about 1824, for $9 per acre. It was sold by the Sheriff the

last time, as were almost all the lands in this county from 1820 to 1825. My father sold a lot of cattle in the Spring of 1817 for $6.50 per hundred, net, the average steer to be killed and weighed. In the Spring of 1818, my father and Joseph Harness, of the High Bank, each put in 50 cattle to make up a drove of 100, which necessarily had to be valued, which they were, at $52 per head; not crushing hard times yet. *These cattle were driven to New York, the first lot of Western cattle that ever entered that market.* They were sold at New York for $69 per head.

Now I will come down to the real hard times, and which was the era of hard times in this country. These times embraced six years, properly speaking, from 1820 to 1825, both inclusive. During the most of that time the ruling price for laborer's wages was $5 per month and board, and labor was very abundant at that price. The ruling price of fat hogs, good driving hogs, $2 to $2.25, net; lighter pork $1.25; stock hogs about $1.25 sometimes, at others for what they would bring. Fat cattle, the best, $3 per hundred, net. In the Fall of 1821, my father and uncle William Renick bought a lot of very fat cattle for $22 per head—less than $3 per hundred—some of which had been fed two winters. I sold the same cattle myself in Baltimore, some five or six weeks later, for nearly double first cost; but this was pure good fortune, for a few weeks later the profits would have been within reason. In 1822 I bought a lot of 75 head of stock cattle for $8.50 per head, all four and five year old cattle. In the Fall of 1824, I bought a lot of 65 head of stock cattle on the south side of the Kentucky river, for $8.12½ per head. These cattle, from my recollection of their size, would have weighed 1,400 pounds, gross. They were all grade cattle, of good growth. I bought annually, from 1822 to 1826, a greater or less number of half-fed cattle at about $16 or $17 per head. The ruling price for corn in the field was a six pence—8⅓ cents—per bushel, though I have bought thousands of bushels at 6¼ cents. In the Fall of 1825, I bought 40 acres in one lot at that

price, within three miles of this city. Lands in the Pickaway Plains, after repeated efforts of the Sheriff to sell them, would finally go off at about $10 per acre; over the river, in the bottom, from $4 to $7½ per acre. Very few private sales were made from 1820 to 1826-7. After that the price rose rapidly, and the completion of the canal put an entire new face on our affairs. There were instances of corn selling, in 1831-2, for three times as much per acre as the land on which it grew cost six or seven years before.

That *was* rather a hard time when pork sold for one dollar per hundred, while corn was worth 12½ cents per bushel—better have sold the corn and bought the pork. W. R.

CIRCLEVILLE, OHIO.

[For the Cincinnati Gazette, April 13, 1877.]

THE OHIO CANAL PROJECTORS.

You cite the fact of having received a letter from Circleville in defense of the projectors of the Ohio canals in regard to a remark in the *Gazette*, but that it was written on both sides, precluding its publication,. Now that letter was, if I am not mistaken, marked private. It was not written for publication. It was merely written to draw your attention to the many inaccurate statements made in your closing remarks on the subject of Ohio canals, trusting that they would be corrected, or at least modified, so as to make a more reliable record of historical facts. But, as the attention of the public has been drawn to the matter, I will rewrite it in substance, not verbatim, as it was written hastily, and I kept no copy.

You said "the original construction of the canals was a blunder." I ask you if our leading men of that day, including DeWitt Clinton, Gov. Thos. Worthington, Alfred Kelley, and a host of our other best men, were imbeciles, utterly incapable of judging of what was for the best interests of our country, as your remarks implied. "They were built after the railroad era had fairly risen." I told you there was not a railroad whose motive power was steam in the United States when the bill for the construction of the Ohio Canal and Dayton & Cincinnati Canal passed the Ohio Legislature, and that the first commenced lengthened railroad—the Baltimore & Ohio—was originally designed for horse power only, and even that power had not been applied when Hon. DeWitt Clinton threw out the first shovelful of earth from the Ohio Canal, and years after that the *National Intelligencer* strongly advocated canals in preference to railroads, saying if there was not room for both enterprises to pass the point of rock at Harper's Ferry, the canal should have the preference, as it would undoubtedly be of greater utility—urging that the charge for carrying freight on railroads would necessarily have to be too great for the successful transportation of most kinds of produce. And the chief object for making the canals was to find a market for our productions that had become a matter of vital importance—to the people of the West in particular.

"They run in the wrong direction athwart the course of trade." How, under heavens, could they have run in any other direction than they did? when it required years of survey and study to find out whether they could be made to run in any direction that would insure sufficient water in dry seasons to make them serviceable. They were located in the only possible, practicable way; besides, there was no outlet either East or West. "The talk of what they have done is shallow." This remark surprised me, when it was conceded many years ago that the short canal from Dayton to Cincinnati had added to the wealth of *Cincinnati alone* three or four times over the whole cost to the State of building that part of the Miami Canal before

Cincinnati had a railroad at all, and I will give a few examples of what the Ohio Canal did for the country along its route. In 1826 Mr. Henry Nevil, the largest wheat grower at that time in this country, ground into flour all his own wheat, and bought other wheat for twenty-five cents per bushel on time. In 1827 his dam had broken, and he being offered thirty-seven and a half cents, concluded to take the price rather than fix his dam, inasmuch as it appeared to him exceedingly doubtful whether he could realize more by grinding it. In 1828 he sold his wheat early for sixty-two and a half cents, but before he delivered it the price had risen to seventy-five cents. The whole of his crop, 250 or 300 acres, was wagoned to Newark, the canal having been completed to that point, where the price of wheat ruled at $1 per bushel. The year after the canal was finished to this point, my father sold to a Mr. Roup, of Buffalo, a large quantity of corn for twenty-eight cents per bushel in the field. When the corn was averaged it amounted to $22 per acre, and Mr. Roup said to me that he supposed the land had not cost much more than that. I replied that just six years before the land had cost precisely one-third the money, viz., $7.33⅓ cents, bought at Sheriff's sale, two-thirds appraisement, $11. Previous to building the canal, say from 1820 to 1826, the usual price of corn in the Fall of the year in the field was 8⅓ cents (6 pence), never over 12½, and wheat 25 cents in store goods, or on long time: for years it could not be sold even at that price for cash.

Many years ago I wrote an article on the subject that had a wide circulation. In that article, after depicting, in detail, the times experienced in the Scioto Valley before the canal, I said: "All thanks to the shades of Clinton. The completion of the canal put an entire new face on our affairs, doubling in price all the farmer's products and land also, as well as the laborer's wages, and, besides, diversifying our pursuits, enabling us to produce many things with profit that before were valueless, or nearly so."

"The same money would have built four times as many miles of

railroad." Now, sir, the Ohio Canal and Miami Canal, from Dayton down, cost, I think, not far from $13,000 per mile, while the average cost of all the railroads made in Ohio, was more than double that sum per mile—a slight difference in our statements. I admit the Miami Canal north of Dayton cost more per mile, but it cost from 30 to 50 per cent. more than it should have done, as was clearly proven by the investigating committee appointed by the Legislature. That committe developed, I think, about the first stupendous frauds ever brought to light in Ohio. I can remember of but one example clearly enough to repeat it; that was the building of a certain dam for which proposals had been offered. The lowest responsible bid was to complete the work for $4,000. The bid was rejected, but the authorities would do the work themselves on State account. The result was that said dam finally cost the State about $13,000. This was only one of the many similar frauds in building that canal.

Now, Mr. Editor, the Ohio & Dayton Canal, for a time at least, paid 6 per cent. per annum interest on cost of construction, and had paid for their construction, interest and all, many times over before a railroad locomotive ever entered Cincinnati. The idea you advance that "it is curious that by means of large investments the people of Ohio became partisans of canals as against railroads," is entirely new to me, and I cannot think it has any general foundation in fact. The canal men, so far as I know, are also ardent friends of the railroads, but they are not inclined to submit to the abandonment and entire destruction of the grand works that gave to the people of Ohio the first great impetus to their industries and enterprises; that soon placed the State in the rank among her sister States, where she properly belongs. I will close this by citing a conversation I had with Mr. Abram Claypoole, an honored man, in Philadelphia, on the 4th day of July, 1825. He said had he supposed that he could not have returned to Ohio in time to take part in celebrating the grandest day for the future prosperity of her people that Ohio ever saw, he would not have made the trip at all, and this remark

proved a prophetic one in its grandest sense. We say protect the Ohio canals. The days of their utility, though in a large measure superseded, have not yet passed. W. R.

CIRCLEVILLE, OHIO.

NOTE.—The foregoing was hastily written, and wholly from memory, and upon a subject on which I had scarce a serious thought for many years. But, on further reflection, aided by a little research, I find that the Dayton & Cincinnati Canal was entirely finished, and the Ohio Canal near its completion, before a railroad locomotive had an existence in Europe or America. How, then, could the era of railroads have fairly risen? And, further, if the "construction of the Ohio Canals was a blunder," and if "they run in the wrong direction athwart the trade," when there was no Eastern outlet even in near prospect, what can be said in defense of the location of all our earlier important railroads some twenty years later, with *two* Eastern outlets already provided, or near completion, and with all the progressive new lights before them, running in the same direction, with the same Northern terminus, and that, too, when they were not dependent on water power as canals were?

Since writing the foregoing note, I found the following extract in my scrap book:

"The first passenger railroad in the United States was the Baltimore & Ohio, which was opened December 28th, 1829, to Elicott's Mills, 13 miles from Baltimore. A single horse was attached to two of Winan's carriages, which were drawn eleven miles per hour. The South Carolinia Railroad, from Charleston to Hamburg, was the first constructed railroad in the United States, with the view to use steam power. The first locomotive in the United States was built for that road. Its performance was tested December 9th, 1830."

Governor DeWitt Clinton, of New York, threw out the first shovelful of earth in the construction of the Ohio Canal, on the 4th day of July, 1825, and the Dayton Canal (60 miles) had been completed two years, and Ohio Canal nearly finished, before the first locomotive ever built in the United States was tested. "The first charter ever granted in the United States for a railroad was for a very short one at Quincy, Massachusetts, to carry granite blocks to tide water." Though Oliver Evans, of Philadelphia, had applied to the New Jersey Legislature, before the war of 1812, if I mistake not, to grant him a charter for a railroad from Bordertown, on the Delaware river, to Rariton Bay. But upon some of the members questioning him how fast he expected to go on his "Hobby," he replied, "the child was born who would live to see the motive power go as fast as a pigeon could fly." That remark proved fatal to his scheme; they pronounced him crazy.

[For the Commonwealth, Topeka, Kansas, March 26, 1877.]

A CHEERFUL VIEW.

I do not think that the people of Kansas need entertain much apprehension of any serious destruction of their growing crops by the grasshoppers this Spring or early Summer, for the reason that I think it highly probable that the severe winter has, in a great measure, destroyed the vitality of their eggs deposited last Fall. In the grasshoppers' native region the snows fall early and deep and remain till late in the following Spring, thereby affording complete protection from all vicissitudes or changes of weather. It may be that in some of the more sheltered localities some serious damages may be done, but as a general thing I do not believe it. The grasshopper is not a habitat of the country, therefore it is not in strict accordance with acclimation theory, whether in animal or vegetable life; it is too much like a sudden transition from a torrid to an artic zone—a change of climate so great that but few animals, birds or insects can withstand. In a more genial climate, Texas, for instance, *possibly* the hoppers may flourish and become, for a time at least, a dire, if not a permanent plague. W. R.

CIRCLEVILLE, OHIO.

NOTE.—The foregoing article was written with the view to try to allay, in some measure at least, if possible, the universal despondency of the people of that State—as was expressed by private letters received by me from different parts of that State during the winter of 1876–77. All regarded it as a forgone conclusion that the grasshoppers would again destroy the crops, and so general was that opinion that throughout Kansas almost every school district had its organization to fight the hoppers to try to save at least part of the crop. The eggs were known to have been deposited by countless millions upon every acre of land in the east half of the State.

[For the Cincinnati Gazette, February 20, 1877.]

THE EARLY ANTI-SLAVERY MOVEMENT.

In reference to the anti-slavery movement, I think Mr. L. Boyd is right in his comments in Saturday's *Gazette* on the Rev. C. B. Boynton's remarks in his late sermon in Cincinnati, relative to the Christian churches taking a leading part in that measure, or even giving it, as churches, material support. The first President of the first anti-slavery society ever formed in this county was not a member of any church, and from my recollection of the matter, one-third or more of the members of that society were non-church members; the rest of said society were either Presbyterians or Episcopalians. A few individuals of each of those churches were active members of the society, but I never understood that by any means it was at the time considered a church measure, but rather regarded as a spontaneous movement of the more sensitive of the wrongs of slavery whether in or out of the Church. The said society was formed, I think, in 1832–33, and it met with much discouragement, chiefly among intelligent men, because the society could give no definite way of procedure to accomplish their desired ends, except moral suasion, which many intelligent men thought nonsense, believing it entirely too visionary and impracticable to accomplish any good end, but, on the contrary, would be sure to engender dissension and strife between the North and the South.

So far only I intended to write, but having pen in hand I will say a few words more not wholly irrelevant to the subject under discus-

sion. From 1819 to 1826, considerable of my time was spent in the Blue Grass region of Kentucky, and often had I heard the expression from slaveholders, "Would to God there was not a slave in the State of Kentucky," and I cannot remember of having met with even one man who was not a supporter, more or less ardent, for a convention to revise the Constitution of the State, though it was clearly understood that the alteration of the Constitution was for the avowed purpose of the gradual emancipation of slavery. At that time no man who did not warmly advocate emancipation could have begun to be elected to the Legislature from Bourbon county, the largest slaveholding county in the State at that time.

In 1841, I met with Mr. Hugh Brent, of Paris, Ky., at the Blue Licks. Mr. Brent was a highly intelligent man, of large, wealthy and influential connections, and was an old and valued acquaintance of mine, and he said to me, "*You know* that twelve or fifteen years ago Bourbon county was almost unanimous for the gradual emancipation of our slaves, but now," says he, "the candidate who would favor that measure could not get a dozen votes in the county, and *you people* of the North have done all this work. Had you only kept quiet three or four years longer, we would have had gradual emancipation as a fixed fact in the State of Kentucky." He further said that at one time a call for a convention for the alteration of the Constitution had passed the lower house by a handsome majority, and was only defeated in the Senate by a few votes, but that it would surely have passed the Senate the next session had not abolitionism in the meantime broken out in the North, which so disgusted all the firiends of the measure that the whole matter was suddenly dropped, and afterward violently opposed by all parties. W. R.

Circleville, Ohio.

[For the Cincinnati Gazette, November 20, 1877.]

A COUNTRY OBSERVER IN CINCINNATI.

Lately I made a hasty visit to your city, yet even my very limited time for sightseeing only tended to confirm me in my often expressed opinion that Cincinnati, with her natural charmful environs, properly developed by artificial means, is destined to become the most romantic and picturesque city in the United States. Short as my time was, I managed to visit the Zoological Garden, and to ascend Price's Hill by the Inclined Plane; and after taking full view of the surroundings, I somewhat animatedly remarked to my very courteous and attentive guide, Mr. Price, what a beautiful landscape view! It is simply grand.

Late in the Fall of 1841, I visited Cincinnati, stopping with my old friend, Col. John Noble, who kept the house on Fifth street, of late styled the Arlington, and during my stay the Colonel kindly proffered me the use of his riding horse to view the recent great improvements in the city. And upon seeing the extraordinary number of new buildings erected during the year—block after block of new brick houses—I thought what a pity it was that the hills approached so nearly to the river, leaving such a limited space whereupon to build up a large city. But what a change has come over my views since '41! The street and other railroads, including the inclined planes, have so wonderfully changed the situation that I now think the hills will eventually be the pride and grandeur of

the city. And if your capitalists and public spirited citizens will lend a moderately liberal helping hand toward improving and embellishing nature's bounteous gifts, Cincinnati will present to the lovers of the beautiful and picturesque a rare and attractive resort, unequaled by any other city, at least west of the Alleghenies, and, doubtless, thousands will annually visit the city whose chief purpose will be for recreation and sight-seeing, and all with more or less profit to her citizens.

When nature has done so much for any conspicuous place, money spent in its further improvement and embellishment is not by any means lost, but, on the contrary, it is a positive remunerative outlay. Hence, I would say to you wealthy and enterprising citizens, be not too chary with your means, wherewith to further improve and beautify the unrivaled natural charms of your city's surroundings. It will be returned to you, in time, with interest, and thereby the city can, with the utmost propriety, retain the proud sobriquet of the Queen City of the West. W. R.

CIRCLEVILLE, OHIO.

[The writer's impressions in regard to the substantial improvements of our city are as favorable as his suggestions are valuable.—ED. GAZETTE.]

[For the Cincinnati Gazette, June 20, 1878.]

THE CURRENCY AND "THE DOLLAR OF THE DADDIES."

In Gen. Beatty's violent censure of the acts of President Hayes, which did not harmonize exactly with his own views, he is represented to have said, during the late convention: "The veto of the silver bill was an affort to defeat the only measure which made resumption possible without universal bankruptcy."

Now, it is my impression, that before the next Presidential election occurs, it will be almost universally regretted by the honest, practical business men of the country that the silver delusion had ever ruled to such an extent, among the members of the present Congress, as to render the President's veto nugatory in respect to the silver bill. Why? Because our present financial situation can not be compared with that which existed before the establishment of the National banks. Before the war, all our bank circulation was limited in extent, the great bulk of it being confined to the State in which the bank was located, making the collection of their issues comparatively not difficult, thereby rendering them liable to be run upon for coin upon every financial disturbance, and for hoarding purposes the old bank currency was entirely ignored.

How different now! Not one person in a thousand ever notices, or cares, from what bank, or where it is situated, his bill is issued. He has such entire confidence that it is good, beyond all peradventure, that he is perfectly satisfied to hold it and all such he can get, without any question of doubt of its intrinsic value. The notes of

any given National Bank are so scattered all over the United States that it would be next to impossible to collect, in a given neighborhood, any considerable amount of any one bank within a reasonable time.

But, suppose a person so disposed should attempt the collection of bank notes, with the view of getting the coin for them; and, further, suppose such person had learned that a certain other person held a considerable amount of National bank notes, how is the collector to obtain possession of them? Not one man in a hundred, perhaps, would exchange them for any other coin than gold, and I believe a majority of such holders would be unwilling to exchange such notes even for gold itself—because people have learned that those notes are equally as safe as gold, and are more easily secreted. If said collector should offer silver instead of gold for any such notes, nine chances to one he would be refused, and probably laughed at for his trouble. The well informed holder of bank notes will not exchange them willingly for anything in the financial line, alone excepting United States bonds, and for them only because they will produce him interest, and because the registered bonds are as safe an investment as the world can offer.

Secretary Sherman is pursuing the proper course, and the 4 per cent. bonds will draw from their hiding places a hundred millions or more dollars of paper money, and consequently add a like amount to active circulation. The coining of the silver *dollar* for any other purpose than export is, in my opinion, an error; and the making of it a legal tender for all amounts an egregious blunder, without a redeeming feature, save to furnish politicians with a little short-lived buncombe, and newspapers with some sensational items about "the dollar of our daddies." Why not as well go back to "our daddies'" mode of traveling—horseback or stage riding? Why not convey all merchandise and farm product by wagon, and drive our stock to Eastern markets over the old turnpikes, instead of shipping by railways? All would come under the same line of retrogression.

"Our daddies" chose the best methods. Why not we? With them the *sight* of a gold piece was good for sore eyes. I well remember, before the old United States branch banks were introduced in the West, that the old Bank of Chillicothe had annually to go to the expense of sending by wagon their surplus silver to Philadelphia. This was, nominally, to furnish exchange, but really it was almost a nuisance. The coin would accumulate largely in the bank vault. Nobody wanted it, if they could get paper money in its stead.

In 1815 or 1816, when the Kentucky Legislature chartered forty-two new banks, in one batch, several of these institutions combined and collected $80,000 of Chillicothe Bank paper, and demanded the silver. The bank, without delay, counted out the whole sum in silver, and then expressed their hearty thanks to the Kentuckians for their "custom," inasmuch as it saved the usual expense of wagon exportation.

But let us see what aid of any kind is necessary in order to resume. Doubtless our enormous exports over imports will, in a large measure, protect the greenbacks; besides they will have over 2,000 assistants, because it will be directly to the interest of every National bank, that the credit of the greenbacks should be sustained. And I regard the Nationals as specially well fortified against a successful run upon them, inasmuch as for thirteen years their circulation has been on an equality; no distinction was made, no matter whether a bank was solvent or insolvent—and the issues were equally good, and they have had the full confidence of every man and woman in the whole country, and consequently have nearly an equal circulation all over the country. If so, what would be Ohio's quota of the circulation of any given bank? Let us see: Ohio has about one-fifteenth of the entire population of the country, but say one-tenth of the business transactions. Upon this basis, her proportion of the circulation notes of a medium sized National bank—say with a capital of $200,000—would be $20,000 for the entire State, or about $227, on an average, to each county.

Hence, where lies the danger of resumption at any time in the near future, or even to-morrow, if necessary? Much less of Gen. Beatty's scarecrow, "universal bankruptcy."

The silver circulation of "the daddies" was almost exclusively of foreign coinage; there was very little United States coinage ever seen. But, after the wholesale charter of new banks by the States of Kentucky and Ohio, silver came into demand, and small change became very scarce; "cut money" was resorted to for public convenience. Thus were "our daddies" supplied with small change. However, most of the newly chartered banks were short lived. In Kentucky they were followed by the mammoth Commonwealth Bank, whose charter did not require specie payments for its notes. That great bank was designed as a panacea for all Kentucky's financial troubles; but it did not work very well. New courts became requisite to reverse the decisions of old ones, which had pronounced the charter unconstitutional. Of course interminable lawsuits followed, making confusion worse confounded.

So, upon the whole, I think—indeed, I know—that between the silver dollar and its division into nine or ten ninepences, wildcat money, and shinplasters, our daddies' financial situation was not so enviable, in any particular, that their sons should be called upon to follow in their footsteps, more especially as we have now the best currency, minus the silver dollar, the world ever saw, and plenty of it, just as soon as fair inducements can be offered to call it out.

CIRCLEVILLE, OHIO. W. R.

[For the Cincinnati Gazette, July 1, 1878.]

THE DADDIES' DOLLAR AGAIN.

Please grant me a further small space in your paper to my hastily written and rather rambling article of last week. I repeat, I cannot conceive how the silver dollar can aid resumption, or otherwise improve our financial matters, in any particular. If it ever did, within the last twenty-five years, contribute anything more than a nominal aid in that direction, it has now lost, by reason of the depreciation in the intrinsic value of silver, all the influence it ever possessed. The silver dollar is too cumbersome and inconvenient in the handling, ever again, in this progressive age, to be used, to any important extent, either as a circulating medium or for hoarding purposes.

Before the war, the two great and controlling impediments in the way of sustaining specie payments were:

1. The want of confidence in the paper circulation, causing coin alone to be hoarded. Now, although that element has grown to enormous dimensions, comparatively, yet the ever reliable United States bonds, together with our excellent par paper currency, will be found equal to any emergency, and will doubtless satisfy all demands for that purpose, without any material aid from coin.

2. The foreign exchanges, from time immemorial, so to speak, have heen largely against us, sometimes to the amount of $100,000,000, and even more, in a single year, causing a perpetual drain of coin to pay adverse balances. Now, that state of things is wholly and entirely reversed, with an almost certain prospect of remaining so,

possibly, for all time. Therefore, under those most favorable circumstances, with our popular bonds and unrivaled paper currency, including the one and two dollar notes, and from one to two hundred million dollars per annum of foreign exchange in our favor, the result of which latter, even if the silver bill had never been thought of, would probably have secured a heavy flow of gold to our shores, after paying the interest on bonds and all other evidences of debt held across the water, I think it unfortunate that Congress, in spite of the President's veto, should have deemed it necessary to resort to the resurrection from the tomb, as it were, of a financial relic, ostensibly to assist in accomplishing what could have been done so much better without it. So I think, the silver dollar of our "dads" will prove an embarrassing drawback to resumption, rather than otherwise.

CIRCLEVILLE, OHIO. W. R.

[For the Cincinnati Gazette, 1879.]

A PIONEER CATTLE DROVER.

SOME OF THE EARLY EXPERIENCES OF WM. RENICK, OF CIRCLEVILLE. DANIEL DREW AND THE "BULL'S HEAD."

After reading an article in *Scribner's Monthly* for January, entitled, "At the Old Bull's Head," your correspondent called upon William Renick, Esq., of this place, who is the oldest cattle drover in the country. In the Bull's Head article it says: "About 1825, Felix Renick brought the pioneer herd of Ohio cattle through to the East."

Felix Renick never was in New York with cattle, but in 1817, he sent to Philadelphia the finest and largest drove of 100 head of cattle that ever crossed the mountains, averaging, at home, more than 1,300 pounds net. Twenty of the best sold for $160 per head, the whole lot averaging $133, the market being $10.50@$11, net. In 1818, the first drove that was ever taken to New York from the West was sent by George Renick and Joseph Harness, in charge of a man named Drinnen. The hundred head in the drove were valued, when at home, at $52 each, and sold in New York for $69 each.

The enterprise would have realized a handsome profit, but for the bad management of Drinnen. They were sold at the Bull's Head sale lot, which lot, tavern and all, only occupied the space now built over by the Bowery Theater.

The second lot was taken by Richard Seymour, in 1824, and the third lot, three weeks later, by Wr. Renick himself. It took him about eight weeks to drive through, and was assisted by two footmen and a fellow horseman. The average expense was $9 per day. This and like undertakings were reasonably profitable.

Mr. Renick says he never saw or heard of Daniel Drew's apple jack, but the rum at the Bull's Head was very superior. The occasion of his taking the first drove to New York, was the glut in the Philadelphia market, where he arrived Saturday night. Taking the Sunday afternoon mail coach, he reached New York about sunrise Monday morning, and stopping at the Bull's Head, was met at the door by Daniel Drew, who immediately asked him what he would have to drink, and highly recommended the superior quality of his Jamaica rum. This was in 1824, and the Bull's Head article says, "Peter Valentine abdicated (the hotel proprietorship) about 1828 in favor of Daniel Drew."

Apropos to the subject, Mr. Renick said in those days it was the custom among the butchers of New York to bleed the cattle freely in the neck each day previously to killing the animals. A butcher would buy, say six or eight cattle, take them to his slaughter yard and tie them to posts, and bleed each steer in the neck till he would drop, and then take them out to pasture or feed, bring all back the next day, kill one or two, and again bleed the remainder, and so on each day till all were slaughtered. If any cattle were sold without bleeding (which was rarely done) fifty cents per hundred was deducted from the price. This was done to make the meat look veal like. This was a practice that is scarcely remembered by the oldest butchers.

J. R.

Circleville, Ohio.

[For the Union-Herald, 1879.]

EARLY STOCK HISTORY.

MORE CONCERNING THE PIONEER CATTLE DROVER.

Inasmuch as you last week quoted a few remarks concerning the early cattle trade from the West, contributed to the Cincinnati *Gazette*, by its Circleville correspondent, I will endeavor to give you a little more extended account of a trade that, for more than a half century, contributed so largely to the wealth and resources of the Scioto Valley, and, that has become historical from the fact which there are now but few living witnesses. My father, George Renick, who was the sole pioneer of the business of fattening cattle with the view of sending them to an Eastern market, opened a store in Chillicothe in the Fall of 1802, and soon thereafter, perceiving the great want of a market for the fast accumulating products of the rich soil, endeavored to prevail on some of his friends, who had preceded him and owned and lived on farms, to feed their surplus corn to cattle, but they one and all declined. They thought the project too chimerical and hazardous for them to try; and friends still remaining on the South Branch, Virginia, hooted at the idea that fattening cattle for an Eastern market could ever be done West of the Ohio, the distance to drive being too great, the cattle would be so reduced in flesh as to be unsalable only as store or stock cattle; they feared no competition from Ohio. But my father, although meeting with discouragement on every hand, and well knowing that the only

reliable feed for cattle while driving, both through Ohio and through the mountains, would necessarily be the wild range, under the conviction that the enterprise was not impracticable, and having purchased a farm in the immediate vicinity of Chillicothe, and being well acquainted with the business, concluded he would try the experiment himself. So my birthday was commemorated by the first feed ever thrown to cattle, with a view of fattening them for an Eastern market, northwest of the Ohio river, the 12th day of November, 1804. Those cattle were started for Baltimore in the Spring of 1805, the enterprise proving highly satisfactory.

The result of that enterprise was the opening of another avenue of trade, to the great benefit of the chief product of the rich bottom lands which were not adapted to wheat culture. The business however did not increase rapidly for many years thereafter, partly owing to the want of money wherewith to purchase cattle, and to the great freshet of 1805, which had swept off all the corn remaining ungathered, and much that had been gathered, as well as the fencing, discouraging to some extent, for a time at least, the culture of low bottom land; and it was not till after the close of the war of 1812 that it began to flourish vigorously and assume the proportions of the extensive and important business to which it afterward attained, when Pickaway county alone *corn fed* 16,000 cattle by actual enumeration in a single year, equivalent, from the lavish manner that cattle were fed in those days, to a consumption of perhaps nearly or quite one million bushels of corn.

But it was many years after the commencement of driving cattle before there was preparation on the road sufficient to prosecute that business systematically; even as late as 1820, the year that I commenced, there were no ferryboats on the large rivers to transport the cattle across. To cross the Ohio river at Martin's Ferry, above Wheeling, I and my drivers had to assist the ferryman and his hands to arrange or fix temporary cattle racks to the boat before we could cross. We had to swim the Monongahela when it was flush;

and preparations for feed on the route were very limited and uncertain, because the business was as yet too limited to justify regular preparations; but for stock cattle and hogs ample provision was made years before.

The driver of cattle in those days had not the easy and careless time of those of later date. And when the cattle arrived in Philadelphia or New York, even the salesman had to be vigilant and watchful, as the single sale lot in both cities, taverns, stables and all, did not cover much over half an acre of ground, and all the cattle offered for sale, no matter how many different owners, had to be thrown together in these lots, so it behooved the salesman to personally know his cattle, or to have an attendant to identify each animal.

Apropos of this subject, I will say that Daniel Drew kept the Bull's Head tavern and cattle yard, where Bowery Theater now stands, in both years, 1824–5, the *Scribner* article to the contrary notwithstanding. W. R.

Circleville, Ohio.

[For the Circleville Herald, February, 1879.]

REMINISCENCES OF AN OLD NATIVE.

In compliance with your request I hereby endeavor to give you, partially at least, my remembrance of the state of weather during some of the winters of an earlier period, though I admit that I am not so well qualified as I was years ago, when I gave the matter considerable attention, which I have of late neglected, and have lost a record of the occurrence of unusual incidents that I kept.

Previous to the winter of 1828–9 we had several hard winters, but no sleighing snows for six or seven years. In December, 1828, we had a fine sleighing snow that lasted a long time, six weeks or more, but there were scarcely any sleighs in good condition in the country; all had rotted down. It was said that when the snow fell there was not a single sleigh in the town of Circleville fit for use. Small saplings and store boxes came into active demand, and for a time all the sleighs were of the same style. In confirmation of the fact that there were no sleighs, I will relate my own experience: Previous to that I had requested Mr. Jonathan Ellis, a carpenter and cabinet maker, to make me a sleigh, but he replied that he had no stuff for runners, and sleighs had become a superfluous article, there having been no snow for several years, when he made a sleigh for Doc. Steely, who came for it on Saturday, but it was not done, and they both worked on it till near midnight, to finish it, so that the Doctor could take his family to church next day. He did so, and returned in the mud. Shortly after he put the sleigh in the

loft of his bark house (he was a tanner by trade, but had quit that and was practicing as a "steam doctor"), and 'Squire Ellis said it had not been down for seven years. While the snow alluded to was yet falling, I had the gears and saddle put on my horse, and started off to buy Steely's sleigh. I found 'Squire Ray hitching his horse to it, having just bought it for seven dollars. Remarking that it was double its worth, I offered the 'Squire two dollars more for his bargain, and got the sleigh. While this snow was falling, a carriage maker in Chillicothe sold a sleigh he had made some years before for $10, and that sleigh was sold and re-sold until the price paid for it at one time reached $30, and afterward was bought for $10.

The month of January, 1827, I have always thought the coldest month I ever experienced, though thermometers were wanting in this part of the country to aid us in comparing the degree of cold. I think it snowed not less than twenty days in that month, though all put together would not have made sleighing, and many days it was more like frost in the air.

Though there were several hard winters from 1820 to 1828, we had one exceptionally warm one, incomparably warmer than we have had since. Old Major Boggs told me the winter of 1798–99 was similar, remarking that if it had not been so the pioneers would have had a hard time, as they had no feed whatever for their stock, other than the wild range. During the winter of 1827–8 we had but one short, slight freeze of a few days' duration, toward the latter part of January. I was living on Darby, and having no fat hogs to kill for family use, I bought early in November some to kill on the first occasion when the weather would allow. Near the middle of January I became impatient, and killed with the first chilly breeze, with the result of losing the larger part of the offal and sausage meat, besides a part intended for bacon, and it was reported that the packers of pork at Richmond, Va., (which at that time was a market for Southern Ohio hogs second only to Baltimore) lost heavily, one house losing an entire day's killing, seven hundred in number.

Two incidents during that winter, that I have on different occasions refrained from telling, for fear that they would be deemed "fishy," came under my observation, but are true to the very letter. On the first day of January, 1828, I had four hands engaged in replacing a fence between a cornfield and a feed lot which the freshet had swept away—two oldish and two young men. The old men took off shoes and stockings and rolled up their pants, working in the shallow water, which was in places two feet deep. The young men stripped off all but their shirts, and getting very dirty in handling the muddy rails, they took off their shirts and swam in the creek.

The other, that may to some appear in the fabulous order, is that on the first day of February, 1828, I hung my father's thermometer in a very favorable situation, protected from all breezes but the southeast, and exposed to the full power of the noonday sun; it marked 112° at about 1 o'clock.

I have kept a thermometer for over fifty years, and the lowest I have ever seen it mark was 22° below zero on two occasions. One of them was the 22d of February, 22° below at 5 o'clock A. M., 12° below at 7 A. M., and 44° above at 12 M. This last was taken, not only from my own thermometer, but from two good and well tried ones in the city. I do not remember the year; think it was 1836. The other was in January, 1855, I think; at one other time it was 20° below, and lately, the fourth coldest morning, at 19° below. I have never seen my thermometer touch 100°, but once 99½°, and once full 99°.

W. R.

Circleville, Ohio.

[For the Union-Herald, March 7, 1879.]

REMINISCENCES OF SIXTY YEARS AGO.

For more than twenty years after Ohio was admitted as a State, almost all distant intercourse between man and man—almost all individual migration from one locality to another, however distant, was performed on horseback. Members of Congress, merchants, and, indeed, all men and women of high or low degree, had, necessarily, to adopt the same mode of travel, as the cheapest and most practical, if not the speediest and easiest; and, as the most rigid economy was practiced by all classes, the two former considerations generally decided the question. The style of living, while traveling, was both simple and frugal; instead of dinner on the way, a cold "jack" (check) costing nine pence (12½ cents) sufficed on all occasions. A person contemplating an extended journey could calculate very closely, if he knew the time required, the expenses of the trip, so uniform were the charges all over the country, to-wit: breakfast and horse feed, 37½ cents; cold check and horse feed for noon, 25 cents; supper and lodging, with horse well cared for, and given all the hay and oats he could eat, 62½ cents; and at each stopping place a dram or two was supplemented, without cost, and the traveler who did not take a dram was an exception to the general custom. The liquors were all pure at that time, and the drams were generally very moderate in quantity, not that the landlords required them to be so, for they would set out the bottles, and the traveler would help himself.

To further carry out their habitual practice of economy, the merchants, and, indeed, all other persons, if their destination was a city where they expected to remain a short time, would leave their horses some 6, 12 to 20 miles out, where they could be more cheaply kept. In Philadelphia, which city had almost a monopoly of the western mercantile trade, the hotels would be crowded every Spring and Fall, yet scarcely a western horse could be found in their stables. Taverns for the accommodation of that large horseback travel were very numerous on all the principal roads, one, perhaps, for every two to four or five miles, as the country was more or less populous. There were, for a long time, seven or eight public taverns between Circleville and Chillicothe, eighteen miles, without counting the hotels or taverns in either place, and I do not think they were more numerous in this locality than elsewhere of equal population. Indeed, almost every two-storied house, especially if it had two front ground floor rooms, situated within a few rods of the road, was a tavern, or, if not a tavern, very apt to be a house of private entertainment. However, the landlords in general did not depend solely upon the tavern for their support. In most cases a farm was attached. In Kentucky the taverns were less numerous, but were generally better buildings, at least between Lexington and Ma ysville. The foregoing remarks have reference, more particularly, to the manners and customs that prevailed from 1820 to 1825, both inclusive, during which time I was riding on horseback some five or six thousand miles a year, over the Middle and Western States. My opportunities for observation were especially good.

The terrible shrinkage of values which occurred from 1819 to 1825, with which those of the last six years will bear no comparison, rendered the strictest economy necessary by all classes. Yet there was not a tithe of discontent and complaint among the people generally then, that has prevailed for the past five or six years. The people of that day took a more sensible and philosophical view of the situation. They did not attribute the ruinously altered state of

affairs from those existing a few years before, to any mismanagement or connivance of Government, as they do now; much less did they charge or blame any class of society or portion of the people with bringing about the serious ordeal of depression they were then passing through, as those of the present day have done. But then there were no political parties to agitate, and political demagogism was in its infancy, if it existed at all, and was powerless for mischief; and the whole people, after a time, quietly acquiesced in letting matters take their course. Yet in the beginning of depression there was the same clamor for more money by a portion of the people that there has been of late, and they speedily got it, by the chartering of some seventy or eighty or more new banks by the States of Ohio and Kentucky. Previous to that the paper circulation was all good, but those new banks soon flooded both States with wild cat money, and, to help the matter along, hundreds of individuals threw out their shinplasters for small change. Then followed a financial chaos for a time. But the general result was that the quantity of money, for the lack of quality, *perhaps*, failed to raise prices. The people were worse off than before. Instead of good money, they had now chiefly these wild cat notes and shinplasters, one about as good as the other in their respective neighborhoods—both distrusted by everybody. However, most of these new institutions were short-lived, and finally matters settled down, and the people, after learning how really few their necessary wants were, became reconciled to the situation and comparatively content.

Late in the Summer of 1822, I met with a very intelligent and well informed Englishman at Perril's tavern, on the old Limestone road, nine miles southwest of Bainbridge, Ross county, and I traveled with him several miles. I cannot now remember the conversation, but of the substance of some of the remarks I have a distinct recollection. He told me he had been in the United States several months, viewing the country, and informing himself as to the habits and customs of the people, and was on his way to Kentucky to visit in a slave State.

He said he was well pleased with the country, and highly pleased with its people. From what he had seen he thought they were the best contented people he had ever been among, and that it was a great surprise, in view of the fact that there had been such a terrible shrinkage in prices so recently, and that now nothing they could produce or raise would pay them for their labor. He also said that he had not seen nearly so much drunkenness here as in England and Scotland; yet he thought that could not arise from want of opportunity, as he said liquors had invariably been set out to him at every stopping place, "free gratis."

That the reader may have a better idea of the shrinkage, I will give the prices that prevailed at the following periods: In 1816–17, my father had a common laboring man in his employ at $16 per month, and board, and kept his horse Winter and Summer gratis. I know the price was considered reasonable. In 1824, I was engineer and superintendent for the erection of a large levee, and almost every day had applications for work; some days five or six men applied, in the aggregate many times more than I could find employment for, and all were willing to work for five dollars a month and board. A good ox driver I paid six dollars. Lands depreciated in value from $50@$60 per acre in the former period to $15 and $20 in the latter, or from $20@$30 to $7.50 and $10; and fat hogs from $6.50 nett, to $2, or less; wheat from $1@1.25 to 25 cents, payable in store goods; corn from 25@37½ cents to 8⅓ cents, and this was the ruling price for that article in the Fall of the year, in the field, for several years. Doubtless the country could withstand, at that time, a much more severe pressure than now, without materially affecting one interest more than another. Then our manufacturers were very limited in extent, and chiefly confined to productions of the lower grades, which the people could not do without. Heavy cottons had considerable protection from the tariff of 1816, consequently mill manufactures, of textile fabrics in particular, did not very seriously feel the effects of the reduced consumption which such protracted

economy would bring about now, and besides, the domestic or family manufacture, which was probably much the greater industry of the two, at least in the West, scarcely felt the pressure at all; indeed it was rather encouraged.

Probably few persons of the present day can appreciate the extent of our domestic manufactures at that time in the States of Ohio and Kentucky. In Kentucky, in particular, the house, from the moderately well-to-do farmer up to the richest, without a loom and spinning wheel, was an exception. Home-made manufactures were fostered and encouraged by all. I have seen Gen. Green Clay, a very wealthy man, dressed out in domestics made in his own house, and this was the habitual practice of most of the rich farmers of Kentucky, and the town people, too. Henry Clay took great pride in going to Congress in full domestic dress, made in his own house, by his own family. Two young ladies of Kentucky, relatives of mine, and whose father was rich, made each year two extra fine pieces of jeans, besides a more common article, and each year I got of them a suit which my young friends and associates were so pleased with, that time and again I was pressingly importuned to procure for them some of the same, they declaring it was the prettiest goods they had ever seen. I am sure I have never seen any mill manufactured goods of that kind, that would compare with that made by the young ladies, in softness, silky feel, and general fresh appearance. Neither in Ohio, nor Kentucky, were the manufactures confined to woolen goods, but in the latter State, flax and hemp linen were largely made, and cotton bagging and rope very extensively. In both States manufactures of every kind were prosecuted, nor were those manufactures confined to the towns, but were to be found all over and through the country, away from the towns. If you were in want of a hat, pair of boots, a gun, or furniture of any kind, up to a piano, or other household goods, you could be supplied without the necessity of going to town. The two most highly finished bedsteads I ever owned, were made in Pickaway county, away from any town.

But what a revolution has taken place in our manufacturing interests! They have grown to such enormous proportions that any protracted economy exercised now is sure to produce disastrous results to the country at large, by throwing out of employment hundreds of thousand of workingmen and women. Consequently strict economy generally followed is no longer a cure for hard times, but the reverse. It acts something like reducing to practice the old proverb, "Robbing Peter to pay Paul."

As a further proof that there was no unusual discontent among the people, of the date alluded to, was their indifference to political matters, elections being so slimly attended, sometimes the townships would make no returns, and at other times the returns would read "no election held." I remember one return that read something like this: "No election held for want of voters; election adjourned over till next year." I did not, myself, cast my first vote till I was 24 years old; generally only local matters would draw out a considerable vote. This shows that the people had no complaints to make, nor wrongs to redress, but that they had entire confidence in the Government. Then there were no conventions; no caucuses to nominate candidates and misrepresent matters, and demand the support of the voters for this man or that, whether honest and qualified or not, but merely to advance the interests of some members of cliques or rings. Each candidate advertised himself, or his friends did it for him, with or without his consent. I remember one year Pickaway county had three members to elect to the Legislature, and there were thirteen candidates offered. One of them signed his name to his advertisement, "John Stevenson, better known by the name of Jack Stinson." Now Jack was a well and widely known personage, but voters would have been apt to inquire who John Stevenson was. Jack was smart, but failed to be elected.

In conclusion I will say, that after financial matters, which had been so disturbed by the wholesale chartering of new banks, had become somewhat settled down, the surviving banks had plenty of

unemployed money in their vaults, and were solicitors of customers. I was repeatedly solicited by the officers of both the Chillicothe and United States Branch Bank to do my business with them respectively, they offering to loan me all the money I might want, the former on six months paper, renewable, at six per cent. per annum, the latter on the same conditions, but for only three months, but also renewable, which was all the charter or rules allowed. A man of straw who could have given two good and approved endorsers, could have got, then, all the money he wanted. Then, as now, it was not the want of money—though it was many times scarcer among the people generally than it has been of late years—that prolonged the hard times, but simply and purely, then, as now, the want of profitable employment for what was then already in hand and awaiting investment. Hence I ask, in the name of common sense, what good could possibly be derived from adding to an already overstock of unemployed money? Its advocacy is evidently all sheer political demagogical humbug, to gain votes to help hoist some partisan into office.

W. R.

Circleville, Ohio.

[For the Democrat and Watchman.]

APPENDIX.

TURNPIKE ROADS.

A recent visit to the west part of our county shows the vast improvement and benefit to that part of our territory by the construction of the many and excellent roads under the provisions of the Road Law. In many cases the amount assessed and collected as taxes upon the owners of the land in the line of the road and vicinity was felt to be a burden, but I believe it will be found that few, if any, of the land-holders would be willing to have his money refunded and surrender the advantages that good roads give. All the roads constructed under this law are known as gravel roads, but my object is to make the public aware of the great benefits conferred by a quiet citizen of our city.

About the year 1840 this county was a party to the building of the road from the county line on the east to the county line on the west, and thence to Cincinnati. That road was constructed at an expense of over $5,000 per mile, being constructed on the Macadam plan, except that instead of cubical, or broken stone, screened gravel was used. Much expense was made in grading, ditching and in removing the surface soil.

The great expense of these roads made it impossible to construct them after the repeal of the law by which the State became a stockholder of one-half the whole; that is, the State subscribed as

much as all others. This law was known by the name of the "Plunder Law."

In 1842, or thereabout, the road from Circleville to Chillicothe was chartered, but the amount supposed to be necessary could not be raised by subscription. William Renick, Esq., was much interested in the location and building of this road. He proposed that clean, unscreened gravel should be laid down on the line of the old road, except where it was necessary to straighten it, the gravel to be put on to the depth of four to six inches at each covering, until the road was covered with ten or twelve inches of gravel, each covering to be well packed and smoothed before the next was put on. He insisted that an ordinarily good road could be built on this plan at an expense not to exceed $1,200 per mile, not equal to the perfectly constructed Macadam road, but such a road as would give all the advantages of the same, and with a little attention in repairs would be kept so. Mr. Renick found no one to agree with him; in fact the Directors of the road deemed his plan so chimerical that during his absence East they let the grading of ten miles of road to a Mr. Robinson, who was a practical road maker, on the old plan. On Mr. Renick's return home he so discouraged Mr. Robinson about his ever being paid for a road of that character, that he, Robinson, threw up his contract, although he had been at work on the road for a week or more, with considerable force. The Directors then re-let the road to Mr. Robinson to grade, gravel and finish for the same price per rod, that the grading alone had been contracted for. Thus the Directors were compelled to adopt, essentially, the plan proposed by Mr. Renick. There was no help for it; there could not be money enough raised to make a more expensive road.

This I believe was the first road of the kind constructed in Ohio, or elsewhere. Much comment, quizzing and unfavorable criticism was made during the progress; in fact Mr. Goodman, who was deeply interested in the road, acknowledged that at times he felt ashamed of their road. In time several sections were finished and

put into use. The experiment was a success, the road became sooner packed, was less rough, and constructed at a cost of not exceeding $1,200 per mile, bridges included. The road from Circleville to Chillicothe was thus completed, and Mr. Robinson, the contractor, spent his life in building roads of the same character in other sections of Ohio. This road attracted the attention of Engineers and public men, and I think I am safe in saying that no turnpike in Ohio has since been built upon any other plan, and while the names of Macadam, Telford and Whistler are on the roll of fame as Engineers and road builders, our fellow-citizen, who has given to our county and State a plan by which roads are constructed at one-fourth of their former cost, and answering all our purposes equally well, with the more expensive kinds, is not generally known as the Inventor. Mr. Renick had before this, noticed that a piece of low and muddy road across the land, and near the residence of a neighbor, had been filled with gravel, which happened to be convenient and good, without grading or draining, made a good road in all weather, contrary to the expectation of his neighbor, when he put it on for temporary use. He had also observed that the high grading of the soil covered with gravel of four or six inches during the freezing and thawing of winter was soon lost, and out of sight. He also observed that the traveled way furnished the best foundation, and that in most cases the inequalities of surface furnished a sufficient drainage. If these things had been observed by others, no one availed themselves of their practical advantages. I doubt not but for the observation of Mr. Renick and his peristent efforts, that we would now be pursuing the Macadam or Telford plan, and that the consequence would be that the road from the county line on the east to the county line on the west would be the only turnpike road in the county.

From the days of Julius Cæsar to the time of Macadam there was but one plan for great public roads, and that was a pavement, either of heavy, thick stone laid, flat, or on the edges and dressed

smooth. Macadam broke his stones into cubes of from 1½ to 2 inches, and put them on a prepared grade of eath made hard. The National Road in Eastern Ohio was built after this plan, at a cost of $15,000 or $16,000 per mile. Telford put a pavement down and covered it with broken stone and screened gravel. Mr. Renick selected good gravel and had it laid down on the traveled way, spending but little labor or expense in grading, ditching, drainage or removing the surface soil. We are inclined to run in ruts—it is now daily seen on our roads. The man who pulls us out and puts us in a better way, becomes a public benefactor, and such I consider William Renick, Esq. P——y.

Note.—The foregoing article was contributed to the newspaper named, several years ago, by the Hon. H. N. Hedges, Sen., who was well posted in relation to the manner of constructing ancient as well as modern turnpikes, including the cost of the latter, and especially was he familiar with the particulars in detail in the building of the Columbus and Portsmouth road, including the difficulties to be encountered and overcome before the final adoption of the plan.

The Lancaster and Milford road alluded to by Judge Hedges, as costing $5,000 per mile, was built a few years previous to the Columbus and Portsmouth road, and I submitted my plan to the Directors of that road, but they deemed it of too chimerical a character to give it serious consideration.

Erratum.—For Portsmouth, in foot note, page 115, read Chillicothe.

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